



**PARK CITY COUNCIL MEETING - REVISED**

**SUMMIT COUNTY, UTAH**

**June 4, 2015**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its regularly scheduled meeting at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah for the purposes and at the times as described below on Thursday, June 4, 2015.

**CLOSED SESSION**

**1:00 pm** To discuss Property, Personnel and Litigation

2:30 pm **STUDY SESSION**

1. Community Engagement Update
2. Housing Agenda Update

**WORK SESSION**

3:45 pm Council Questions and Comments and Manager's Report

***Manager's Reports: Daly-West Update and Historic Preservation Update***

4:00 pm City Manager's Recommended Budget Discussion: Fee Schedule, Comprehensive Emergency Management Plan and Budget Policies.

4:30pm 2015 Legislative Transportation Update

4:45pm Mountain Accord Interlocal Agreement

**REGULAR MEETING**

6:00 PM

- I. **ROLL CALL**
- II. **COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**
- III. **PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)**
- IV. **CONSIDERATION OF MINUTES**

1. Minutes for April 23 and May 7, 2015

## **V. CONSENT AGENDA**

1. Consideration of a Change Order in a Form Approved by the City Attorney's Office with WaterSmart Software to Extend the WaterSmart Program for Three Years in an Amount Not to Exceed \$128,450

## **VI. APPOINTMENTS AND RESIGNATIONS**

1. Consideration of the Library Board for the Appointment of Jane Osterhaus and Jess Griffiths, and Reappointment of Jerry Brewer to Serve on the Library Board for Three-Year Terms Beginning July 2015.

## **VII. NEW BUSINESS**

1. Public Comment Elevation Based Surcharge
2. Consideration of a Resolution Forming an Advisory Committee to Special Events Being Held in Park City in a Form Approved by the City Attorney.
3. Consideration of a Resolution of the City Council Park City, UT Authorizing the Summit County Community Development and Renewal Agency to Include Park City Within the Boundaries of the BE WISE, ENERGIZE COMMUNITY DEVELOPMENT AREA
4. Consideration of a an Easement on City-Owned Property to the Christian Center of Park City to Accommodate a Turn-Around for Donations.
5. Consideration of an Ordinance for the 1021 Park Avenue Subdivision, Located at 1021 Park Avenue, Park City, Utah, Pursuant to Findings of Fact, Conclusions of Law and Conditions of Approval in a Form Approved by the City Attorney.  
**Public Hearing/Continue to June 18, 2015**
6. Consideration of an Ordinance for the Cardinal Park Subdivision, 550-560 Park Avenue & 545 Main Street – Plat Amendment to Create Three (3) Lots of Record from Five (5) Lots Pursuant to Findings of Fact, Conclusions of Law, and Conditions of Approval in a Form Approved by the City Attorney  
**Public Hearing/Continue to June 18, 2015**
7. Consideration of an Ordinance for the -259, 261, 263 Norfolk Ave-Consideration of the First Amended Upper Norfolk Subdivision Plat-Amending Conditions of Approval on Ordinance No. 06-55 Pursuant to Findings of Fact, Conclusions of Law, and Conditions of Approval in a Form Approved by the City Attorney  
**Public Hearing/Continue to June 18, 2015**
8. Consideration of the 327 Woodside Amended Subdivision Pursuant to Findings of Fact, Conclusions of Law and Conditions of Approval in a Form Approved by the City Attorney.  
**Public Hearing/Continue to June 11, 2015**

## **VIII. ADJOURNMENT INTO HOUSING AUTHORITY MEETING**

## **IX. HOUSING AUTHORITY MEETING**

1. Roll Call
2. Consideration of the IHC Housing Plan

### 3. Adjournment

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4 p.m. to 9 p.m.

Posted: 06/01/15 See: [www.parkcity.org](http://www.parkcity.org)



## City Council Staff Report

**Subject:** Community Engagement Update  
**Author:** Phyllis McDonough Robinson, Public Affairs Manager  
**Department:** Community Affairs  
**Date:** June 4, 2015  
**Type of Item:** Study Session

### **Summary Recommendations:**

Staff recommends that the Council discuss the recent community engagement activities, the findings of the 2009 VisionParkCity check-in and Council priorities for community engagement.

### **Executive Summary:**

This report outlines recent and upcoming community engagement activities, presents the findings of the VisionParkCity check-in, and highlights key program enhancements including new outreach platforms and training. Staff is requesting Council discussion on three questions:

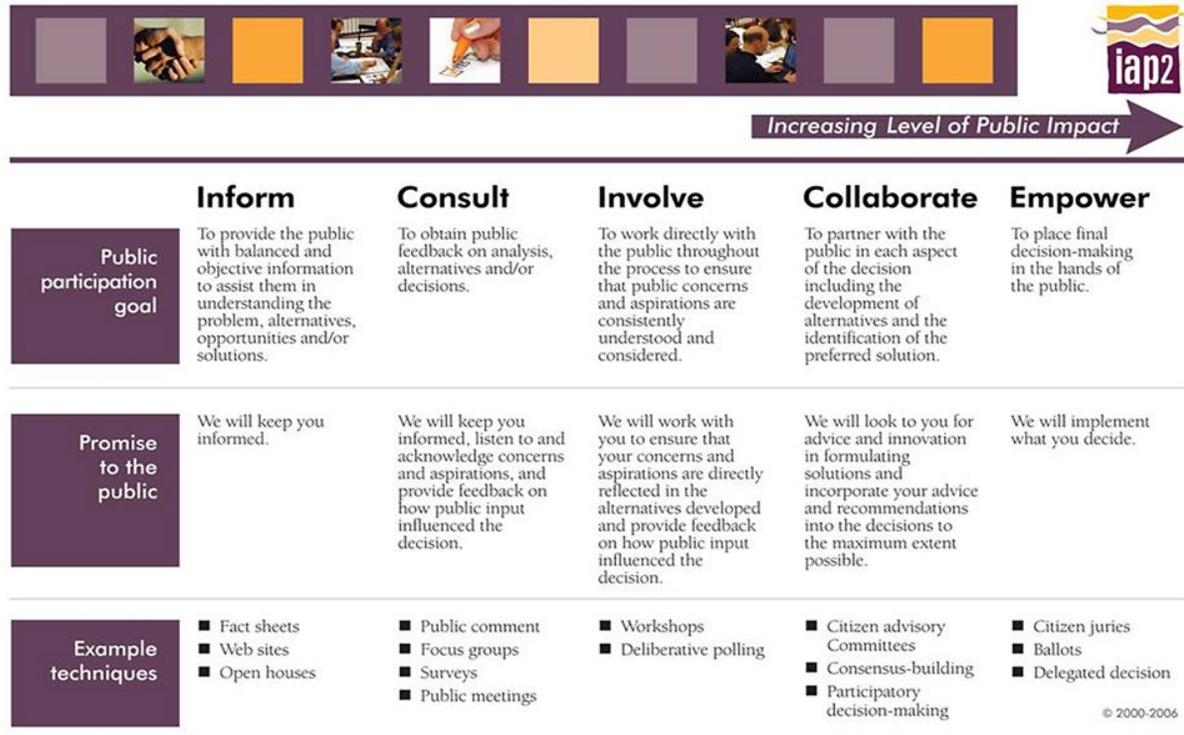
1. Staff has been and is continuing to develop a professional, robust community engagement program. What additional information would you like to have presented to you at the next quarterly update.
2. Are there activities or topics for which Council would like staff to develop more formal engagement strategies?
3. The National Citizens Survey will be conducted beginning in June. We have an opportunity to include up to three questions about current topics. Are there any current issues/topics Council would like to explore? Questions will be answered by selecting a response (such as 1 – 5 or good/fair/poor) vs. an open-ended question. The National Research Center will assist us in writing the question to ensure it is an unbiased presentation.

### **Background:**

Citizen engagement and community outreach is a Top Priority of City Council. While the techniques and approaches used will vary depending on the issue, we are guided by the principles of engagement being Open and Responsive, Proactive, Meaningful, Community-Centered and Honest. The International Association of Public Participation model is the leading approach to identifying and developing public engagement processes.

Phyllis Robinson, the City's Public Affairs Manager and Craig Sanchez, our Community Engagement Liaison and Kim Clark, Program Manager for the Lower Park Avenue Design Studio have completed the 40-hour certificate program in public participation. Robinson, Sanchez and Housing Specialist Rhoda Stauffer also completed the 16-hour training Emotion, Outrage and Public Participation program.

## IAP2's Public Participation Spectrum



The Council values public participation and has directed staff to implement diverse outreach and engagement activities. Over the past three months Community Affairs staff has designed and implemented a broad range of strategies that span the Spectrum of Public Participation from Informing to Collaboration. Below is a summary of larger-scale engagement activities organized by Park City. In addition to the activities below, there is an ongoing series of smaller meetings with community stakeholders including, but not limited to, Homeowners Associations and the Senior Center Board; regular interviews by Council, and appointed officials and staff in the media. Additionally staff has been active assisting Mountain Accord with community outreach events.

### Summary of Engagement Activities March – May 2015

#### March 2015

**Park City Projects Open House:** The 2015 Park City Projects Open House was held March 24 from 4p – 7p in the Park City High School Library. The City started this format last year as a way of getting the word out to the community about a range of projects that the city and other entities would be undertaking during the spring/summer construction season. It is designed as a one-stop shop where the public can attend one open house and learn about many projects. City projects featured at this event included Main Street Enhancements, McHenry Avenue, Quinns Water Line, WaterSmart, Library Transformation, Park Avenue Pathways, LED Street Lights, Bus-Stop-Play, and Lower

Park Avenue projects. Park City Transit promoted the On the Go transit enhancements and Community Affairs promoted visioning check-in survey and LetsTalkParkCity.com. We also had representatives from UDOT to discuss the Marsac Avenue overlay planned for this summer, Comcast representatives to discuss trenching that will precede the overlay and Rocky Mountain Power to talk about the wiring and conductor upgrades on the current lines. Summit Community Power Works provided information about their initiatives and the Georgetown University Energy Prize. Sixty-eight community members attended this year's open house, in addition to the numerous staff participants.

### **April 2015**

**Running for Public Office Workshop:** One of the recommendations of the Blue Ribbon Commission on Mayor and Council Compensation was to hold a workshop on how to run for public office. The purpose of the workshop is to provide persons interested in running for public office or more generally getting involved with local government through boards and commissions with the information on how to participate. This year's workshop was held on April 22 and was attended by 31 interested persons and was co-sponsored by the Park Record. The event received favorable evaluations

**Visioning Check-In Survey:** Following the Council retreat in February 2015 Community Affairs staff began an outreach effort through LetsTalkParkCity.com as well as a survey promoted through social media, email blasts to community and professional organizations, youth and local media to gauge community perspectives on the goals established during the 2009 VisionParkCity. We received 215 responses. A complete set of the findings is included as an Attachment to this report. ***Craig Sanchez will discuss the findings with Council during the study session.***

### **Current Engagement Activities**

**Main Street Liaison:** Main Street work is underway and Craig Sanchez is on the streets keeping the merchants informed of this year's construction activity. Miller Paving (Jeff) will be the contractor; they have worked on this project the last two years. Work this year includes Questar replacing the main line and new meter, the City Hall Plaza, new storm drains, water meters, street lights, curb and sidewalk.

**Lower Park Avenue Outreach:** Staff began outreach in the Lower Park Avenue area in March. Interviews were held with key stakeholders including users of city buildings in Lower Park Avenue to understand how they function and their space needs, as well as Park City Community Foundation to learn more about the physical needs of nonprofits in Park City. This was followed by a community workshop on May 19. There was robust conversation. A summary of comments each small group reported to the full group at the conclusion of the workshop follows. A complete meeting report is attached to this report. Information gathered from this outreach will inform the Design Studio in July.

## **Lower Park Avenue Community Workshop Table Reports**

### **Community Character**

- The theme for this area should be it all needs to be easy.
- Lower Park Avenue is already diverse.
- Heart of Old Town is in Lower Park Avenue - should be full of gathering places
- Amenities that are family based are needed in the area: splash park, water fountain, sledding hill. The recreation building is ugly and should be torn down to accommodate multi-generational uses.
- Miners Hospital is a great place and is used by real people.
- Keep the area to meet the same historical context. The area does not need to recreate history but incorporate sustainable uses of a building.

### **Access**

- The area should improve walkability - access to trails and sidewalks. Create a system of arteries with secondary capillaries: standard sidewalks should be complemented by an extended door-to-door system to facilitate point-to-point travel.
- To minimize traffic - a rail line from SLC Airport to Park City.
- Special attention should be paid to view corridors, walkability, and way finding.
- Traffic should be pushed away from Lower Park Avenue.
- Parking should be underground and expensive.
- Vail parking needs to be phased and a transit center should be incorporated at the PCMR lot.
- Coordinate with school district to use public transit.

### **Services**

- There are many active seniors that need a center in Park City Need senior attainable (affordable) housing that offers a full range - independent, nursing, full service
- Senior Center needs to be on a bus line.
- Senior center needs to be in a central location and a full kitchen is important

### **Housing**

- Promote full time residents. The housing identified on the library field should be flipped to run along Norfolk to minimize impacts to views.
- Small homes could accommodate many users - seniors, skiing and adventure culture, and small businesses.
- Affordable housing currently exists, but in the form of long-term rentals that are essentially stranded assets: owners are trying to sell them, so they remain unoccupied. Could incentivize owners to use long term rentals / family housing.

Forty-eight community members provided input through interviews and the community workshop. Additionally, the workshop was attended by a majority of the City Council as well as staff presenters, facilitators and observers. There will be a subsequent outreach including a community panel discussion on July 13 to kick off the Design Studio.

## **Upcoming Summer 2015 Engagement Activities**

**National Citizens Survey:** The biennial National Citizens Survey will launch in early June. This will be our third time participating in this survey. This is a statistically-valid survey that provides the city with significant input on quality of city services, citizen attitudes and perceptions. The City's results are used as performance measures in our biennial plans. The City's responses are also benchmarked against other communities. Staff is evaluating the cost of posting the survey on-line following the close of statistically valid sample to allow others to participate. The National Citizen's Survey offers the City up to three additional questions that relate to current events in Park City. We will include a question about broadband, and possibly one on citizen level of satisfaction with our utilities. ***Are other there specific areas Council would be interested in getting some general feedback from the community at this time?***

**Library Grand Opening on June 13:** The Library has hired an event planner to develop the official grand re-opening and 'big reveal' of the Park City Library including a book brigade. Community Affairs Manager is working with the event organizer to develop and implement outreach and promotion of the event. While this is less of an engagement activity and more of a community outreach and community building event, it provides Council with a valuable opportunity to engage with community members during the event.

**What's Next Community Presentation and Neighborhood Meetings:** On June 15 the City is hosting a community forum at 6p in the Santy Auditorium to present information about current state and regional development trends, as well as anticipated development within the Park City boundaries. This will be followed by a set of smaller community meetings to foster small group conversations. This format is a community meeting in two acts. The first act on June 15 will be presentations by Mayor Jack Thomas, Councilmember Tim Henney and Robert Grow, Executive Director of Envision Utah, followed by an opportunity for the community to post their thoughts and questions on boards outside the Santy Auditorium. The goal of Act I is to provide consistent overview of information and challenges. In the weeks following the June 15 meeting at the Santy Auditorium, Act II will be facilitated small group meetings. The smaller setting can promote more significant engagement and interaction between the Mayor and Council and community members.

**Lower Park Avenue Design Studio:** The City is hosting the Lower Park Avenue Design Studio on July 13 – 16, 2015 to provide a framework of the neighborhood that meets the long term vision of the community. The Lower Park Avenue Neighborhood is currently not utilized to its fullest potential. It is a neighborhood full of history with inspiring views of the mountain and acts as a hub that brings community members together. The neighborhood includes a variety of public, private, residential, and resort uses that have the possibility of being woven together. The pockets of Park City owned land provides an opportunity to increase housing in the community and possibly at the same time, create more community focused areas that connect historic Main Street to the Bonanza Drive area. This innovative approach that brings together planning, architecture and development professionals along with subject matter experts in the

community to inform a feasible development program for properties owned by Park City. The goal is to move the chosen concepts developed during the Lower Park Avenue Design Studio this summer and with an initial project ready for construction in 2016.

## **Analysis**

Staff continues to refine and enhance its engagement efforts and improve our metrics and evaluation tools. Over the past four months more than 1100 people attended a community event hosted or co-hosted by Park City Municipal. Over the summer we expect a similar level of participation in the scheduled engagement activities.

There have four major engagement program enhancements this spring.

1. Let's Talk Park City: Community Engagement Liaison Craig Sanchez has been managing the transition of LetsTalkParkCity.com to a more robust community-based tool. Craig working with the folks at MindMixer to refine this platform to meet our outreach needs. There will be a site demo to Council during the study session. The URL remains the same [www.letstalkparkcity.com](http://www.letstalkparkcity.com).
2. Park City Municipal Community News: Community Affairs Associate Elizabeth Quinn-Fregulia joined our team in February. She has rebranded the monthly newsletter to be more proactive in promoting news of Park City Municipal in the community, as well as providing more information about City programs, services and staff. Elizabeth will present the editorial calendar during the study session. At present we have 1,000 subscribers. We have also noticed the newsletter being re-shared on other business newsletters in Park City. If you missed the May newsletter here's the [link](#).
3. MinuteTraq. The implementation of MinuteTraq by City Recorder Marci Heil and the Executive Team is bringing government closer to the people. The ability to live stream meetings and listen to minutes moves us into a new level of engagement. There has been a 'soft opening' the past few months. We will begin actively promoting this capability in June.
4. Metrics and Reporting. This summer we will continue to refine our metrics to include locational analysis to ensure we are reaching throughout the community. We have begun collecting demographic information including neighborhood and how the participant learned about the event. Our goal is to provide a participation map. We are also working to develop and internal community engagement training and guide for staff.

## **Discussion Questions:**

1. Staff is developing a professional, robust community engagement program. What additional information would you like to have presented to you at the next quarterly update.

2. Are there activities or topics for which Council would like staff to develop more formal engagement strategies?
3. As mentioned earlier in the National Citizens Survey update, we have an opportunity to include up to three questions about current topics. Are there any topics Council would like to explore? Questions will be answered by selecting a response (such as 1 – 5 or good/fair/poor) vs. an open-ended question. The National Research Center will assist us in writing the question to ensure it is an unbiased presentation.

Finally, we are pleased to announce that our engagement activities are gaining attention beyond Park City. Phyllis Robinson and Craig Sanchez have been invited to present a session at the International Association of Public Participation North American Conference this fall in Portland, Oregon. The session will explore the City's creation of an in-house engagement program including factors to take into consideration when deciding between in-house and consultant services for public engagement; key strategies used to build community confidence including appropriate use of virtual and personal outreach, and the role of public engagement professionals at the weekly construction meeting.

**Department Review:** This report was reviewed by Community Affairs staff, the City Attorney and the City Manager.

**Recommendation:** Staff recommends that the Council discuss the recent community engagement activities, the findings of the 2009 VisionParkCity check-in and Council priorities for community engagement.

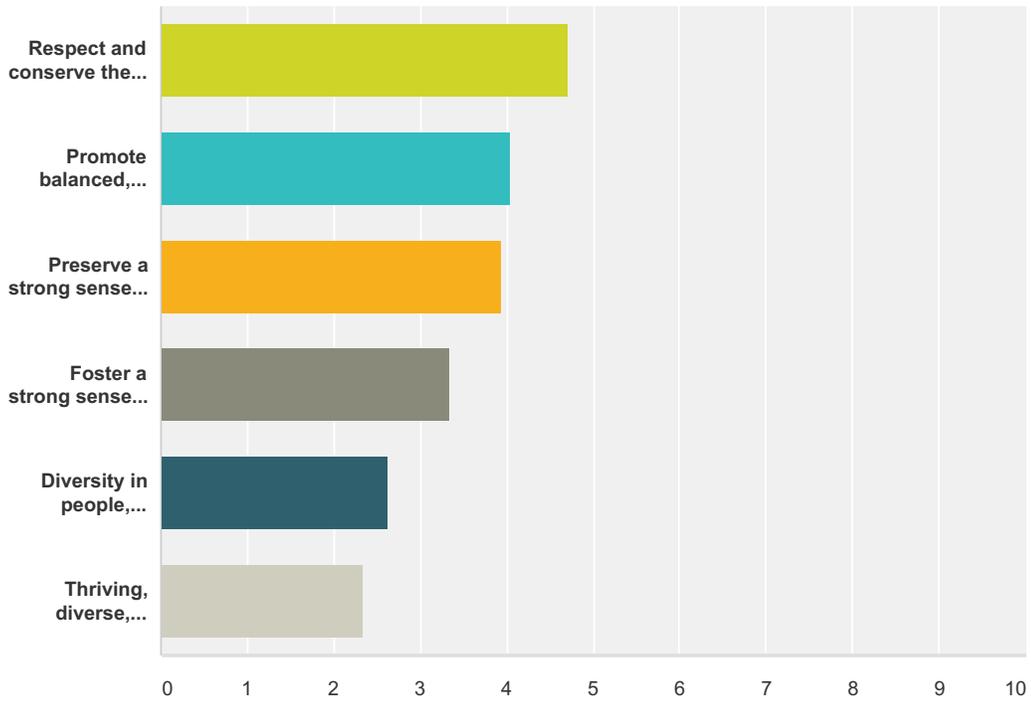
#### **Attachments**

- A: Vision Check-in Results
- B. Lower Park Avenue Community Meeting Summary

# Park City Visioning Check-in

## Q1 Prioritize the following 2009 vision themes based on today's needs.

Answered: 210 Skipped: 5



	1	2	3	4	5	6	Total	Score
Respect and conserve the natural environment.	38.57% 81	24.29% 51	18.57% 39	10.00% 21	5.71% 12	2.86% 6	210	4.71
Promote balanced, managed, sustainable growth.	24.29% 51	26.19% 55	13.33% 28	13.81% 29	10.00% 21	12.38% 26	210	4.04
Preserve a strong sense of place, character, and heritage.	16.67% 35	20.48% 43	29.52% 62	15.24% 32	9.52% 20	8.57% 18	210	3.94
Foster a strong sense of community vitality and vibrancy.	7.14% 15	14.29% 30	17.62% 37	34.29% 72	19.52% 41	7.14% 15	210	3.34
Diversity in people, housing, and affordability.	8.10% 17	8.10% 17	9.52% 20	16.19% 34	30.00% 63	28.10% 59	210	2.64
Thriving, diverse, sustainable economic base.	5.24% 11	6.67% 14	11.43% 24	10.48% 22	25.24% 53	40.95% 86	210	2.33

## Park City Visioning Check-in

### Q2 How would you describe Park City today (in 10 words or less)?

Answered: 205 Skipped: 10

#	Responses	Date
1	<b>Positive</b> Unique, entertaining, community, irreverant, booming, hopefully sustainable	4/2/2015 2:47 PM
2	<b>Concerns</b> Expensive Vail Touristy	4/1/2015 12:42 PM
3	<b>Concerns</b> Changing, dynamic, at a crossroads with much to lose.	3/29/2015 5:38 PM
4	<b>Positive</b> Physically active residents interested in environment and historical character of town.	3/29/2015 12:37 PM
5	<b>Positive</b> Accessible mountain community in which to live and play	3/27/2015 2:00 PM
6	<b>Concerns</b> Starting to get too big: Too many people you don't know. Too many cars.	3/26/2015 6:35 AM
7	<b>Concerns</b> Trying to be everything to everyone instead of doing what's best	3/24/2015 12:07 PM
8	<b>Positive</b> A community valuing outdoor recreation, health, and well being.	3/23/2015 12:08 PM
9	<b>Concerns</b> Growing too fast.	3/19/2015 10:06 PM
10	<b>Concerns</b> Moving fast	3/19/2015 10:46 AM
11	<b>Positive</b> Scenic Artsy Iconic Charitable Wealthy Relaxed	3/19/2015 10:05 AM
12	<b>Positive</b> a great place to raise a family and outdoorsy lifestyle	3/18/2015 9:36 PM
13	<b>Concerns</b> Virtually impossible to renovate your old town home.	3/18/2015 8:02 PM
14	<b>Concerns</b> Awkward teenager experiencing a growth spurt.	3/18/2015 5:43 PM
15	<b>Concerns</b> Too much traffic	3/18/2015 4:24 PM
16	<b>Positive</b> Close knit community with a sense of place, character and heritage surrounded by the natural environment that makes it what it is.	3/18/2015 12:04 PM
17	<b>Concerns</b> Energetic, thriving, supportive of natural environment, active, cultural, confused about growth	3/17/2015 7:15 PM
18	<b>Concerns</b> crowded,expensive,californicated, slave to developers	3/17/2015 5:46 PM
19	<b>Positive</b> The best place to live and work!	3/16/2015 1:21 PM
20	<b>Concerns</b> Busy, beautiful, crowded, unique, fun, expensive,outdoorsy	3/16/2015 11:20 AM
21	<b>Concerns</b> Gentrified and older / help Bonanza Park please / rich	3/15/2015 5:21 PM
22	<b>Concerns</b> crowded, rich are greedy, unsafe drivers, more for poor	3/14/2015 11:57 PM
23	<b>Positive</b> A micro urban tourism center surrounded by rural eye candy.	3/14/2015 10:52 PM
24	<b>Concerns</b> Beautiful historical ski town destroyed by greed and uncontrolled development	3/14/2015 10:19 AM
25	<b>Positive</b> Cute	3/13/2015 10:17 PM
26	<b>Positive</b> diverse place with counrty feel	3/13/2015 5:59 PM
27	<b>Positive</b> Magical, special, unique, outdoorsy, vibrant, historical beautiful gem	3/13/2015 3:20 PM
28	<b>Concerns</b> On the road to becoming a bland, overbuilt, ugly suburb	3/13/2015 2:55 PM
29	<b>Positive</b> A vacation destination with a thriving local community base.	3/13/2015 11:30 AM
30	<b>Concerns</b> In serious trouble of becoming exclusive	3/13/2015 9:58 AM
31	<b>Positive</b> identity crisis, funky, sustainable, thriving, fun, great place to live	3/13/2015 9:34 AM
32	<b>Concerns</b> Privileged, white, rich, self-centered, entitled, demanding, beautiful.	3/13/2015 9:00 AM

## Park City Visioning Check-in

33	<b>Positive</b> I'm always excited to come home even after vacation!	3/13/2015 7:41 AM
34	<b>Concerns</b> Losing it's character and becoming cheap	3/12/2015 10:30 PM
35	<b>Positive</b> Friendly, health aware, strong community sense, concern for the preservation of lands	3/12/2015 8:32 PM
36	<b>Positive</b> A unique, beautiful, and highly desired place to live.	3/12/2015 10:29 AM
37	<b>Concerns</b> healthy, clean, open, arrogant, magical, beautiful, athletic, regressive,	3/12/2015 9:15 AM
38	<b>Concerns</b> A town that has sold out and desperately need a building moratorium.	3/11/2015 6:29 PM
39	<b>Concerns</b> Growing quickly, need to be true to it's roots.	3/11/2015 6:18 PM
40	<b>Concerns</b> Overcrowded, both on the slopes and off. Ruined.	3/11/2015 5:42 PM
41	<b>Concerns</b> Losing caring closeness, becoming fancy-schmancy corporate "town" USA	3/11/2015 5:20 PM
42	<b>Concerns</b> outgrowing itself and risks losing charm of why we came here	3/11/2015 4:01 PM
43	<b>Concerns</b> Too many traffic, too much growth, awesome potential	3/11/2015 11:38 AM
44	<b>Concerns</b> TOO MANY EVENTS, NO PARKING FOR EMPLOYEES OR TOURISTS	3/11/2015 10:52 AM
45	<b>Positive</b> Amazingly Awesome	3/10/2015 9:30 PM
46	<b>Positive</b> Best ski town in the U.S.	3/10/2015 9:04 PM
47	<b>Concerns</b> Conducting repetitive nonscientific surveys and not solving any real problem	3/10/2015 8:29 PM
48	<b>Concerns</b> crowded, stressful, expensive, overblown building, damaging to wilderness/wildlife, GONE.	3/10/2015 8:09 PM
49	<b>Concerns</b> not affordable	3/10/2015 8:08 PM
50	<b>Concerns</b> Disneyland on a slope	3/10/2015 6:44 PM
51	<b>Positive</b> The most wonderful large "small town"	3/10/2015 8:41 AM
52	<b>Positive</b> majestic mountain playground with year around fun and adventure	3/9/2015 5:10 PM
53	<b>Concerns</b> GRIDLOCK !!!!!	3/9/2015 4:14 PM
54	<b>Positive</b> Dynamic, world-class resort town in a beautiful alpine environment	3/9/2015 3:14 PM
55	<b>Concerns</b> the best place to live as long as you can afford it.	3/9/2015 2:27 PM
56	<b>Positive</b> small town full of big city people with lots of amazing outdoor activities and an ever increasing cultural diversity	3/9/2015 2:22 PM
57	<b>Concerns</b> Becoming restrictive; too many people in city limits now.	3/9/2015 11:32 AM
58	<b>Positive</b> Fun, unique, attractive, expensive	3/9/2015 10:07 AM
59	<b>Concerns</b> Small town facing changes and growth	3/9/2015 8:53 AM
60	<b>Concerns</b> A bit out of control	3/8/2015 8:39 PM
61	<b>Positive</b> Well-governed, inclusive community	3/8/2015 7:53 PM
62	<b>Concerns</b> Crowded busy uncomfortable	3/8/2015 7:00 PM
63	<b>Concerns</b> Retired residents need to stop working part-time jobs	3/8/2015 6:26 PM
64	<b>Concerns</b> Without a plan....mumble jumbled!	3/8/2015 5:55 PM
65	<b>Positive</b> Vibrant, stimulating and healthy human community in an exceptionally beautiful place.	3/8/2015 5:20 PM
66	<b>Concerns</b> A wonderful community threatened by advanced moneyed interests and impending growth.	3/8/2015 4:31 PM
67	<b>Concerns</b> snobby to outside potential competitors in business. Self-serving	3/8/2015 3:16 PM
68	<b>Concerns</b> paradise lost	3/8/2015 12:11 PM
69	<b>Concerns</b> A vibrant tourist destination, yet unbalanced community	3/8/2015 12:08 PM

## Park City Visioning Check-in

70	<b>Concerns</b> millionaire playground	3/8/2015 12:05 PM
71	<b>Concerns</b> Beautiful place to live but traffic is a big problem.	3/8/2015 10:38 AM
72	<b>Positive</b> A wonderful place to live or visit!	3/8/2015 9:03 AM
73	<b>Concerns</b> Growing too fast for our infrastructure	3/7/2015 6:34 PM
74	<b>Concerns</b> Thriving beautiful town but getting too crowded.	3/7/2015 1:44 PM
75	<b>Concerns</b> Unfortunately discovered	3/7/2015 1:25 PM
76	<b>Positive</b> A nice place that is growing and diversifying.	3/7/2015 12:37 PM
77	<b>Concerns</b> Tourism based, expensive, large gap in wealth class, good schools	3/7/2015 12:05 PM
78	<b>Positive</b> Great place to live and the word is out!	3/7/2015 8:58 AM
79	<b>Concerns</b> Growing too fast creating traffic issues.	3/7/2015 8:39 AM
80	<b>Concerns</b> Growing too much	3/7/2015 5:46 AM
81	<b>Positive</b> One of very best communities in the country	3/6/2015 9:54 PM
82	<b>Concerns</b> Liberal-fascist hippocrates	3/6/2015 9:39 PM
83	<b>Positive</b> Community that values open space and quality of life.	3/6/2015 4:38 PM
84	<b>Concerns</b> a lot different than it was when I grew up here	3/6/2015 4:38 PM
85	<b>Concerns</b> growing up	3/6/2015 4:33 PM
86	<b>Positive</b> A friendly mountain ski town that is easy to visit.	3/6/2015 4:09 PM
87	<b>Positive</b> Small ski town with a wonderful community	3/6/2015 4:08 PM
88	<b>Concerns</b> Changing, but still a vibrant town for upper, middle and lower classes of tourists, professionals and service workers. A city that's becoming harding to live in, based on housing. A city where young people are much needed to live and work, but cannot afford it. They must leave: no homes, no work, too expensive.	3/6/2015 4:04 PM
89	<b>Concerns</b> dense développement, losing historic charm, traffic	3/6/2015 3:30 PM
90	<b>Positive</b> desirable mountain ski town poised to be the leading ski town in the US	3/6/2015 3:20 PM
91	<b>Positive</b> Wonderful place to live and raise a family	3/6/2015 3:07 PM
92	<b>Concerns</b> lovely but experiencing growth issues w traffic	3/6/2015 3:02 PM
93	<b>Positive</b> Mecca just outside a much larger Mecca	3/6/2015 2:49 PM
94	<b>Positive</b> Park City is an opportunity to do it right	3/6/2015 2:40 PM
95	<b>Concerns</b> On the cusp of huge changes. We must be careful.	3/6/2015 2:39 PM
96	<b>Concerns</b> Way to much traffic!	3/6/2015 2:38 PM
97	<b>Positive</b> Beautiful, active, walkable, close community	3/6/2015 2:32 PM
98	<b>Concerns</b> LOOSING IT'S CHARACTER FROM WHY WE MOVED HERE.	3/6/2015 12:09 PM
99	<b>Positive</b> An exciting place to work and play with great people	3/6/2015 11:50 AM
100	<b>Positive</b> A great place to raise a family with strong core values	3/6/2015 11:46 AM
101	<b>Positive</b> small town in the beautiful mountains with strong local community	3/6/2015 11:05 AM
102	<b>Concerns</b> At crossroads - primed to explode with expansion and traffic	3/6/2015 10:50 AM
103	<b>Concerns</b> A fantastic mountain town facing major commercial development problems	3/6/2015 10:36 AM
104	<b>Concerns</b> Challenged economically, uncomfortable growth	3/6/2015 10:30 AM
105	<b>Positive</b> Vibrant, beautiful, healthy, diverse, opportunity rich	3/6/2015 10:23 AM
106	<b>Positive</b> A year around Resort community in the mountains	3/6/2015 10:18 AM

## Park City Visioning Check-in

107	<b>Positive</b> Amazing	3/6/2015 10:02 AM
108	<b>Positive</b> Busy Vibrant resort community	3/6/2015 9:28 AM
109	<b>Concerns</b> Becoming a little too crowded but otherwise grand.	3/6/2015 9:24 AM
110	<b>Concerns</b> A very busy little town that has outgrown a lot of the events	3/6/2015 9:03 AM
111	<b>Concerns</b> Only for the wealthy	3/6/2015 8:58 AM
112	<b>Positive</b> Beautiful, vibrant, athletic and wonderful place to live.	3/6/2015 8:45 AM
113	<b>Concerns</b> Too crowded. It is becoming more of a ski town rather than a community.	3/6/2015 8:38 AM
114	<b>Concerns</b> Transforming due to growth	3/6/2015 8:32 AM
115	<b>Concerns</b> Still delightful but struggling with growth issues	3/6/2015 8:31 AM
116	<b>Positive</b> a year round resort community	3/6/2015 8:27 AM
117	<b>Positive</b> A beautiful, vibrant community, high volunteerism, pride in historic background.	3/6/2015 7:56 AM
118	<b>Concerns</b> Growing too fast, consuming too many natural resources and pretends to be environmentally sensitive but won't walk the walk. Still a vital community with an influx of affluence that is changing community priorities and values.	3/6/2015 7:38 AM
119	<b>Concerns</b> It looks like the vision above has been lost.	3/6/2015 7:26 AM
120	<b>Concerns</b> overcrowded with failed road system	3/6/2015 6:08 AM
121	<b>Positive</b> A friendly and fun recreational area.	3/6/2015 12:21 AM
122	<b>Positive</b> Top notch recreational/resort community	3/5/2015 10:55 PM
123	<b>Concerns</b> A once fabulous town turning into a corporate abyss	3/5/2015 10:07 PM
124	<b>Concerns</b> Beautiful but busy	3/5/2015 10:07 PM
125	<b>Positive</b> Fairly well managed, progressive, striving to continue to improve.	3/5/2015 9:43 PM
126	<b>Positive</b> Spectacular mountain town rich in history and steeped in community.	3/5/2015 9:40 PM
127	<b>Concerns</b> A disney ride called Yesterland	3/5/2015 9:12 PM
128	<b>Positive</b> A big small mountain town.	3/5/2015 8:15 PM
129	<b>Concerns</b> The direction is coming from commerce, not the people.	3/5/2015 6:46 PM
130	<b>Positive</b> Great place to live!	3/5/2015 6:37 PM
131	<b>Concerns</b> Getting to busy !!	3/5/2015 6:16 PM
132	<b>Positive</b> A place to live with high quality of life	3/5/2015 6:16 PM
133	<b>Concerns</b> On the cusp of change	3/5/2015 6:14 PM
134	<b>Concerns</b> Crowded	3/5/2015 5:36 PM
135	<b>Concerns</b> Great place to live, but growing and traffic a problem.	3/5/2015 5:33 PM
136	<b>Positive</b> I believe the mountain accord process heading us in right direction	3/5/2015 5:28 PM
137	<b>Concerns</b> Traffic problems and development	3/5/2015 5:21 PM
138	<b>Positive</b> Beautiful.	3/5/2015 5:21 PM
139	<b>Positive</b> being home is like being on vacation	3/5/2015 5:17 PM
140	<b>Concerns</b> Growing to fast. A sense of loss of small town feel.	3/5/2015 5:15 PM
141	<b>Concerns</b> Great place to live growth OUT OF CONTROL	3/5/2015 5:10 PM
142	<b>Positive</b> Great place to live and play.	3/5/2015 5:09 PM
143	<b>Positive</b> PC is a beautiful, fun, friendly city.	3/5/2015 5:01 PM

## Park City Visioning Check-in

144	<b>Positive</b> A great place to live	3/5/2015 4:58 PM
145	<b>Positive</b> it is a outstanding place to live	3/5/2015 4:58 PM
146	<b>Concerns</b> Commercial like a small NYC.	3/5/2015 4:57 PM
147	<b>Concerns</b> a developer and realtor paradise	3/5/2015 4:56 PM
148	<b>Concerns</b> Very crowded and over priced	3/5/2015 4:51 PM
149	<b>Concerns</b> A vibrant tourist town, growing too fast.	3/5/2015 4:47 PM
150	<b>Concerns</b> Great place, getting crowded with not action to manage the growth	3/5/2015 4:42 PM
151	<b>Positive</b> Great please to raise your kids	3/5/2015 4:39 PM
152	<b>Positive</b> Great and fun place to live	3/5/2015 4:38 PM
153	<b>Concerns</b> developing beyond road ability (traffic)	3/5/2015 4:38 PM
154	<b>Positive</b> A great place to live and raise a family.	3/5/2015 4:25 PM
155	<b>Positive</b> Great place to live	3/5/2015 4:15 PM
156	<b>Positive</b> A very special city of character to live, work and play	3/5/2015 4:14 PM
157	<b>Positive</b> Rogue, Avant Guard, Community, Healthy fun people.	3/5/2015 4:11 PM
158	<b>Positive</b> Active lifestyle	3/5/2015 4:10 PM
159	<b>Concerns</b> Growing too big too fast	3/5/2015 4:09 PM
160	<b>Concerns</b> Overcrowded - we've lost our small town.	3/5/2015 4:09 PM
161	<b>Positive</b> Vibrant Mountain Community With Diverse Activities For Everyone To Enjoy	3/5/2015 4:09 PM
162	<b>Concerns</b> over built, too congeseted, harder to find qualified workers	3/5/2015 4:07 PM
163	<b>Positive</b> Tight-knit ski town charm with metropolitan amenities.	3/5/2015 4:04 PM
164	<b>Concerns</b> Beautiful community but facing over development which will destroy it.	3/5/2015 4:01 PM
165	<b>Concerns</b> Unique but easily bought by outside money	3/5/2015 4:00 PM
166	<b>Positive</b> Touristy, but a small local community	3/5/2015 3:59 PM
167	<b>Concerns</b> Growing too fast and much-Kimball Junction a mess	3/5/2015 3:52 PM
168	<b>Concerns</b> over crowded, rude, bicoastal hurried	3/5/2015 3:49 PM
169	<b>Positive</b> happening, happy home of the healthiest folks in Utah	3/5/2015 3:45 PM
170	<b>Concerns</b> About to see another boom, and not sure how to handle it	3/5/2015 3:44 PM
171	<b>Concerns</b> Entitled	3/5/2015 3:42 PM
172	<b>Concerns</b> On way with continuing issues- traffic and affordable housing.	3/5/2015 3:41 PM
173	<b>Positive</b> A place you want to live	3/5/2015 3:31 PM
174	<b>Positive</b> a small town with big ideas and culture	3/5/2015 3:20 PM
175	<b>Concerns</b> Slowing turning into Southern California	3/5/2015 3:06 PM
176	<b>Positive</b> The best-kept secret in the US; Paradise.	3/5/2015 2:38 PM
177	<b>Positive</b> Expensive, Beautiful, Full of Recreation, Thriving nonprofits, need for more small business	3/5/2015 2:35 PM
178	<b>Positive</b> All season historic western resort town with an emphasis on skiing.	3/5/2015 2:34 PM
179	<b>Concerns</b> Real estate at the cost of diversity and community	3/5/2015 2:30 PM
180	<b>Positive</b> Beautiful location with great people who enjoy the outdoors	3/5/2015 2:29 PM
181	<b>Positive</b> Unique community. More than a ski town. A place for work and families.	3/5/2015 2:17 PM

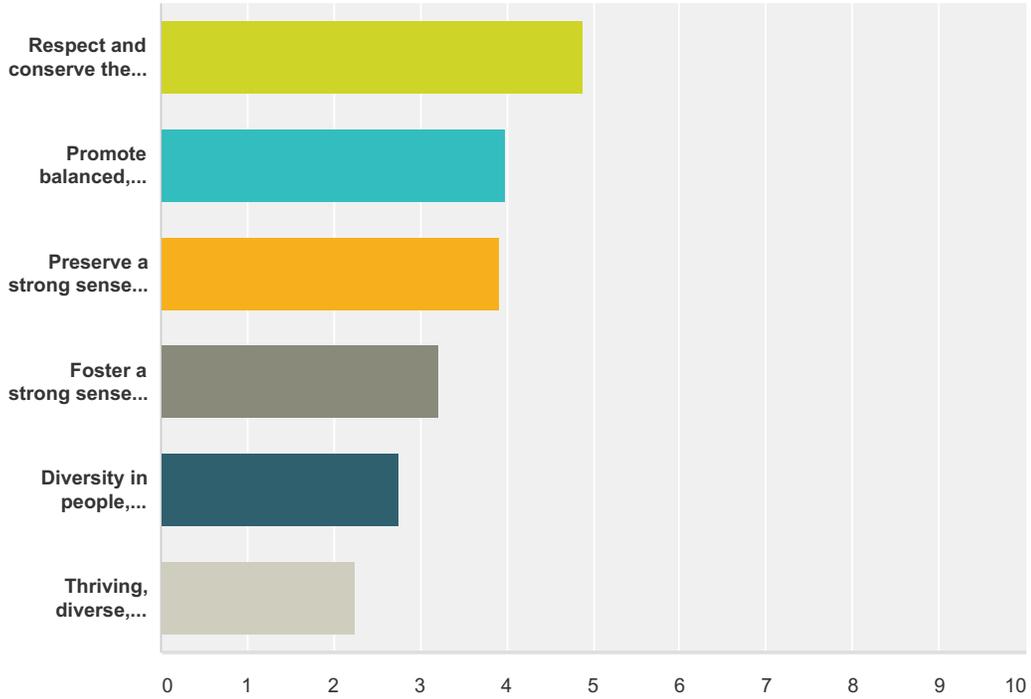
## Park City Visioning Check-in

182	<b>Positive</b> Mountain Resort Community	3/5/2015 2:16 PM
183	<b>Positive</b> A small town with a cosmopolitan heart.	3/5/2015 2:10 PM
184	<b>Concerns</b> Growing too fast! Not enough roads for all the traffic.	3/5/2015 11:04 AM
185	<b>Concerns</b> growing rapidly, not taking into consideration the wildlife	3/3/2015 1:29 AM
186	<b>Concerns</b> Overgrown	2/27/2015 3:16 PM
187	<b>Positive</b> A city in Utah that has amazing natural beauty.	2/27/2015 2:21 PM
188	<b>Concerns</b> Becoming very urban	2/27/2015 2:19 PM
189	<b>Positive</b> amasing	2/27/2015 2:17 PM
190	<b>Positive</b> Skiing	2/27/2015 2:17 PM
191	<b>Positive</b> Really cool, in both ways because its also cold	2/27/2015 2:17 PM
192	<b>Concerns</b> Park City is a rich ski town.	2/27/2015 2:16 PM
193	<b>Concerns</b> Rich tourist town in winter, ghost town in summer	2/27/2015 2:16 PM
194	<b>Concerns</b> Overly populated	2/27/2015 2:16 PM
195	<b>Positive</b> a famous ski town you can call a home	2/27/2015 2:16 PM
196	<b>Positive</b> world class with a small town feel	2/27/2015 1:09 PM
197	<b>Concerns</b> Ruined by Vail Resorts.	2/27/2015 10:38 AM
198	<b>Concerns</b> rapid growth	2/27/2015 9:47 AM
199	<b>Concerns</b> Growing scary fast!	2/26/2015 10:47 PM
200	<b>Concerns</b> A neighborhood in Western Summit County. No longer the heart of the community.	2/26/2015 9:20 PM
201	<b>Concerns</b> A confused town that has lost it history and identity while chasing the all mighty dollar...	2/26/2015 8:34 PM
202	<b>Concerns</b> stressed drivers with no sense of heritage and blurred vision	2/26/2015 3:17 PM
203	<b>Concerns</b> not where I hoped it might become when I moved here.	2/26/2015 2:30 PM
204	<b>Positive</b> active, involved, happy people	2/17/2015 12:14 PM
205	<b>Positive</b> Home, fun exciting town	2/17/2015 11:07 AM

# Park City Visioning Check-in

## Q3 Prioritize the following 2009 vision themes 5-10 years into the future.

Answered: 204 Skipped: 11



	1	2	3	4	5	6	Total	Score
Respect and conserve the natural environment.	46.57% 95	21.08% 43	16.67% 34	7.84% 16	4.90% 10	2.94% 6	204	4.88
Promote balanced, managed, sustainable growth.	17.65% 36	28.92% 59	18.14% 37	14.71% 30	10.29% 21	10.29% 21	204	3.98
Preserve a strong sense of place, character, and heritage.	19.12% 39	17.65% 36	26.96% 55	15.20% 31	14.71% 30	6.37% 13	204	3.92
Foster a strong sense of community vitality and vibrancy.	1.96% 4	14.22% 29	21.08% 43	35.29% 72	20.10% 41	7.35% 15	204	3.21
Diversity in people, housing, and affordability.	8.33% 17	10.78% 22	10.29% 21	15.69% 32	27.94% 57	26.96% 55	204	2.75
Thriving, diverse, sustainable economic base.	6.37% 13	7.35% 15	6.86% 14	11.27% 23	22.06% 45	46.08% 94	204	2.26

# Park City Visioning Check-in

## Q4 How would you describe Park City 5-10 years into the future (using 10 words or less)?

Answered: 185 Skipped: 30

#	Responses	Date
1	<b>Positive</b> enclave of committed, caring, and engaged people who have fun	4/2/2015 2:47 PM
2	<b>Positive</b> Affordable Diverse Accepting	4/1/2015 12:42 PM
3	<b>Concerns</b> Lack of control, challenging, a need to attain consistent vision.	3/29/2015 5:38 PM
4	<b>Concerns</b> Adapting to much less snow.	3/29/2015 12:37 PM
5	<b>Positive</b> Accessible mountain community in which to live and play	3/27/2015 2:00 PM
6	<b>Positive</b> Intelligently managed. Maintaining core principals. Authentic: People, Ambiance.	3/26/2015 6:35 AM
7	<b>Concerns</b> Stil trying to figure out BoPa redevelopment	3/24/2015 12:07 PM
8	<b>Positive</b> A community managing growth to value outdoor recreation, health and well being.	3/23/2015 12:08 PM
9	<b>Concerns</b> Out of water.	3/19/2015 10:06 PM
10	<b>Concerns</b> I foresee a very, very busy town if we have snow.	3/19/2015 10:46 AM
11	<b>Concerns</b> <b>Positive</b> Scenic Artsy Startups Charitable Wealthy Relaxed	3/19/2015 10:05 AM
12	<b>Concerns</b> Still virtually impossible to renovate your old town home.	3/18/2015 8:02 PM
13	<b>Positive</b> Young adult who has found his/her place in the world.	3/18/2015 5:43 PM
14	<b>Concerns</b> Hopefully less traffic!!	3/18/2015 4:24 PM
15	<b>Concerns</b> A small haven from the hustle of the world but affordable. Ha.	3/18/2015 12:04 PM
16	<b>Concerns</b> Overpopulated, lost small town charm, traffic congestion, polluted air, sad	3/17/2015 7:15 PM
17	<b>Concerns</b> it's too late. Damage done. return to 1980	3/17/2015 5:46 PM
18	<b>Positive</b> The best place to live and work!	3/16/2015 1:21 PM
19	<b>Positive</b> Hopefully more affordable for the middle/working class. Traffic is better	3/16/2015 11:20 AM
20	<b>Concerns</b> More gentrified / richer / boring 2nd home town	3/15/2015 5:21 PM
21	<b>Concerns</b> Too expensive, not all people are rich	3/14/2015 11:57 PM
22	<b>Positive</b> Ultra high tech sustainable transpiration showcase envied by all	3/14/2015 10:52 PM
23	<b>Concerns</b> Don't know. I am getting out in 2015.	3/14/2015 10:19 AM
24	<b>Concerns</b> Overdeveloped	3/13/2015 10:17 PM
25	<b>Concerns</b> traffic jams nopark city	3/13/2015 5:59 PM
26	<b>Positive</b> Magical, special, unique, outdoorsy, vibrant, historical beautiful gem	3/13/2015 3:20 PM
27	<b>Concerns</b> Full of big box stores, fast food joints, crowded schools and diminished views and open space	3/13/2015 2:55 PM
28	<b>Positive</b> A vacation destination with a thriving local community base.	3/13/2015 11:30 AM
29	<b>Positive</b> hopeful, thriving, fun, identity crisis, sustainable	3/13/2015 9:34 AM
30	<b>Positive</b> Probably the same.	3/13/2015 9:00 AM
31	<b>Positive</b> I'm always excited to come home even after vacation!	3/13/2015 7:41 AM

## Park City Visioning Check-in

32	<b>Concerns</b> Characterless and devoid of personality	3/12/2015 10:30 PM
33	<b>Positive</b> Strong community awareness with continued respect to the natural resources	3/12/2015 8:32 PM
34	<b>Positive</b> A unique, beautiful, and highly desired place to live.	3/12/2015 10:29 AM
35	<b>Concerns</b> It will look like New York City with central park = round valley	3/11/2015 6:29 PM
36	<b>Positive</b> Still in touch with its past via well managed growth	3/11/2015 6:18 PM
37	<b>Concerns</b> Sprawl. Overcrowding. Jammed trails. Overbuilt.	3/11/2015 5:42 PM
38	<b>Concerns</b> One of the top resort areas, not many locals left	3/11/2015 5:20 PM
39	<b>Positive</b> hopefully as colorful and beautiful as it is now	3/11/2015 4:01 PM
40	<b>Concerns</b> way too much traffic, still too much growth, awesome potential	3/11/2015 11:38 AM
41	<b>Concerns</b> LOST ITS CHARM, LOOKS LIKE ASPEN AND VAIL	3/11/2015 10:52 AM
42	<b>Concerns</b> Too big and crowded	3/10/2015 9:30 PM
43	<b>Concerns</b> An elite destination for bad skiers and real estate investors	3/10/2015 8:29 PM
44	<b>Concerns</b> over population, pollution, city atmosphere, dirty, huge ugly mansions	3/10/2015 8:09 PM
45	<b>Concerns</b> void of working class	3/10/2015 8:08 PM
46	<b>Concerns</b> Los Angeles on a slope.	3/10/2015 6:44 PM
47	<b>Positive</b> I hope it continues to grow, but maintain its unique quality	3/10/2015 8:41 AM
48	<b>Concerns</b> hopefully not congested	3/9/2015 5:10 PM
49	<b>Concerns</b> Gridlock	3/9/2015 4:14 PM
50	<b>Concerns</b> Booming, world-class resort town in a beautiful (and crowded) alping environment.	3/9/2015 3:14 PM
51	<b>Positive</b> small town full of big city people with lots of amazing outdoor activities and an ever increasing cultural diversity	3/9/2015 2:22 PM
52	<b>Concerns</b> Too much "growth" Nothing good there; traffic impossible!	3/9/2015 11:32 AM
53	<b>Positive</b> Growing, fun, attractive, destination, vacation	3/9/2015 10:07 AM
54	<b>Positive</b> Small town able to maintain its sense of place and community	3/9/2015 8:53 AM
55	<b>Positive</b> Traffic problems solved	3/8/2015 8:39 PM
56	<b>Concerns</b> More crowded more busy too expensive	3/8/2015 7:00 PM
57	<b>Concerns</b> middle class residents can not afford to live here	3/8/2015 6:26 PM
58	<b>Positive</b> A much better planned community	3/8/2015 5:55 PM
59	<b>Positive</b> Well planned and managed growth has preserved a great human environment in balance with the natural one.	3/8/2015 5:20 PM
60	<b>Concerns</b> A community taken over by moneyed interests through investment in their longevity.	3/8/2015 4:31 PM
61	<b>Positive</b> major resort community year-round	3/8/2015 3:16 PM
62	<b>Concerns</b> Crowded , unaffordable except for the rich, idiots on the city council. Like now	3/8/2015 12:11 PM
63	<b>Concerns</b> A town for people who have a lot of money	3/8/2015 12:08 PM
64	<b>Positive</b> Ideally? much more diverse in every way.	3/8/2015 12:05 PM
65	<b>Concerns</b> <b>Positive</b> Who really knows. Could be crazy packed with people or a wonderful place to live and visit.	3/8/2015 10:38 AM
66	Same as above	3/8/2015 9:03 AM
67	<b>Positive</b> A proactive well planned community that welcomes all	3/7/2015 6:34 PM
68	<b>Concerns</b> Probably too crowded in the winter.	3/7/2015 1:44 PM

## Park City Visioning Check-in

69	<b>Concerns</b> metropolitan-like	3/7/2015 1:25 PM
70	<b>Positive</b> A nice place to live for families and older adults.	3/7/2015 12:37 PM
71	<b>Positive</b> Great place to live which has grown a lot.	3/7/2015 8:58 AM
72	<b>Concerns</b> Expensive	3/7/2015 8:39 AM
73	<b>Concerns</b> Vail of Utah	3/7/2015 5:46 AM
74	<b>Concerns</b> Gov't and schools spending too much. Control costs	3/6/2015 9:54 PM
75	<b>Concerns</b> A ghost town. Kimball and the Jordanelle will eclipse Park City	3/6/2015 9:39 PM
76	<b>Positive</b> Community that values open space and quality of life.	3/6/2015 4:38 PM
77	<b>Concerns</b> packed.	3/6/2015 4:38 PM
78	<b>Positive</b> controlled growth and development	3/6/2015 4:33 PM
79	<b>Positive</b> A friendly 4-season mountain town easy to visit.	3/6/2015 4:09 PM
80	<b>Concerns</b> All the locals were kicked out because know one could afford to live there	3/6/2015 4:08 PM
81	<b>Concerns</b> Destination for wealthy 2nd home owners only. Shrinking middle class, expanding high end visitors and home owners, service and working class living in Salt Lake.	3/6/2015 4:04 PM
82	<b>Positive</b> responsible growth, historic preservation, community spaces	3/6/2015 3:30 PM
83	<b>Positive</b> A great place to live and recreate	3/6/2015 3:07 PM
84	<b>Concerns</b> Not sure I will stay	3/6/2015 3:02 PM
85	<b>Positive</b> Integrated resort community	3/6/2015 2:49 PM
86	<b>Concerns</b> An unfortunate change for the better?	3/6/2015 2:40 PM
87	<b>Positive</b> Park City still has the small town feel.	3/6/2015 2:38 PM
88	<b>Concerns</b> CROWDED, POLLUTED WITH LIGHTS,TRAFFIC, SMOG,LAND DEVELOPERS.	3/6/2015 12:09 PM
89	<b>Positive</b> A vibrant resort community comprised of dynamic people	3/6/2015 11:50 AM
90	<b>Positive</b> Top 5 World resort destination / start up business location	3/6/2015 11:46 AM
91	<b>Positive</b> small town in the beautiful mountains with strong local community	3/6/2015 11:05 AM
92	<b>Concerns</b> Disney's new attraction: Mountainland. Bring your car, park in our expansive lots, and enjoy the distant view from your upper-floor room!	3/6/2015 10:50 AM
93	<b>Concerns</b> Unfortunately unaffordable, touristy, building major development projects	3/6/2015 10:36 AM
94	<b>Positive</b> Hopefully still a year round resort community in the mountains	3/6/2015 10:18 AM
95	<b>Positive</b> Sustainable Economy, Responsible growth	3/6/2015 9:28 AM
96	<b>Concerns</b> Even more popular than today	3/6/2015 9:24 AM
97	<b>Concerns</b> too much traffic	3/6/2015 9:03 AM
98	<b>Concerns</b> Exclusive and Elite. A second VAIL.	3/6/2015 8:58 AM
99	<b>Concerns</b> Not sure. It could be over populated.:	3/6/2015 8:45 AM
100	<b>Concerns</b> Growth will spill into the County and area will even more crowded.	3/6/2015 8:38 AM
101	<b>Concerns</b> Struggling with growth and econmic disparity	3/6/2015 8:32 AM
102	<b>Concerns</b> Still struggling with growth issues	3/6/2015 8:31 AM
103	<b>Concerns</b> too commercial and a mini salt lake city community	3/6/2015 8:27 AM
104	<b>Concerns</b> Over developed, clogged with people and traffic congestion. Poor air quality and ridiculously overpriced.	3/6/2015 7:38 AM

## Park City Visioning Check-in

105	<b>Concerns</b> Hope it will be more concerned with residents than visitors	3/6/2015 7:26 AM
106	<b>Concerns</b> overcrowded, Sundance needscto go away	3/6/2015 6:08 AM
107	<b>Concerns</b> A fun and friendly recreational area that is over built and over crowded.	3/6/2015 12:21 AM
108	<b>Concerns</b> crowded!!!!!!!!!!!!!!	3/5/2015 10:55 PM
109	<b>Concerns</b> A utah version of Vail	3/5/2015 10:07 PM
110	<b>Concerns</b> Crowded, concerning	3/5/2015 10:07 PM
111	<b>Positive</b> Improved from today, still a great destination and a desirable place to live.	3/5/2015 9:43 PM
112	<b>Positive</b> Spectacular mountain town rich in history and steeped in community.	3/5/2015 9:40 PM
113	<b>Concerns</b> The same as today, nothing ever gets accomplished	3/5/2015 9:12 PM
114	<b>Concerns</b> The urban central of a mountain region.	3/5/2015 8:15 PM
115	<b>Concerns</b> We should have done something to prevent this back in 2015	3/5/2015 6:46 PM
116	<b>Concerns</b> Too Crowded	3/5/2015 6:37 PM
117	<b>Concerns</b> Need to figure out parking and traffic on 224	3/5/2015 6:16 PM
118	<b>Concerns</b> Growth will significantly impact the quality of life	3/5/2015 6:16 PM
119	<b>Positive</b> They did a good job	3/5/2015 6:14 PM
120	<b>Concerns</b> Over crowded	3/5/2015 5:36 PM
121	<b>Positive</b> Contained traffic, easy to manuever without cars	3/5/2015 5:28 PM
122	<b>Concerns</b> Too much growth and t raffic	3/5/2015 5:21 PM
123	<b>Concerns</b> over built	3/5/2015 5:17 PM
124	<b>Concerns</b> Too much traffic. Over crowded. More sophisticated.	3/5/2015 5:15 PM
125	<b>Concerns</b> Nice place to visit not sure I want to live here	3/5/2015 5:10 PM
126	<b>Concerns</b> Crowded with traffic nightmares.	3/5/2015 5:09 PM
127	<b>Positive</b> PC has lots of open space and housing available for all.	3/5/2015 5:01 PM
128	<b>Positive</b> still a great place to live	3/5/2015 4:58 PM
129	<b>Concerns</b> Even more commercialized like a tourist trap.	3/5/2015 4:57 PM
130	<b>Concerns</b> crowded, expensive, poor air quality, no historic main street	3/5/2015 4:56 PM
131	<b>Concerns</b> Far to crowed, with a lost sense of community	3/5/2015 4:51 PM
132	<b>Concerns</b> A vibrant community with inadequate infrastructure.	3/5/2015 4:47 PM
133	<b>Concerns</b> OK place that did not manage growth	3/5/2015 4:42 PM
134	<b>Concerns</b> Very different from today	3/5/2015 4:39 PM
135	<b>Concerns</b> Too many people too much traffic but still diverse	3/5/2015 4:38 PM
136	<b>Concerns</b> to much traffic and to much growth	3/5/2015 4:38 PM
137	<b>Concerns</b> Still trying to fix tansportation and economic growth.	3/5/2015 4:25 PM
138	<b>Positive</b> Still a great place to live	3/5/2015 4:15 PM
139	<b>Positive</b> A very special city of character to live, work and play	3/5/2015 4:14 PM
140	SAME	3/5/2015 4:11 PM
141	<b>Positive</b> Active lifestyle	3/5/2015 4:10 PM
142	<b>Concerns</b> Too crowdwd	3/5/2015 4:09 PM

## Park City Visioning Check-in

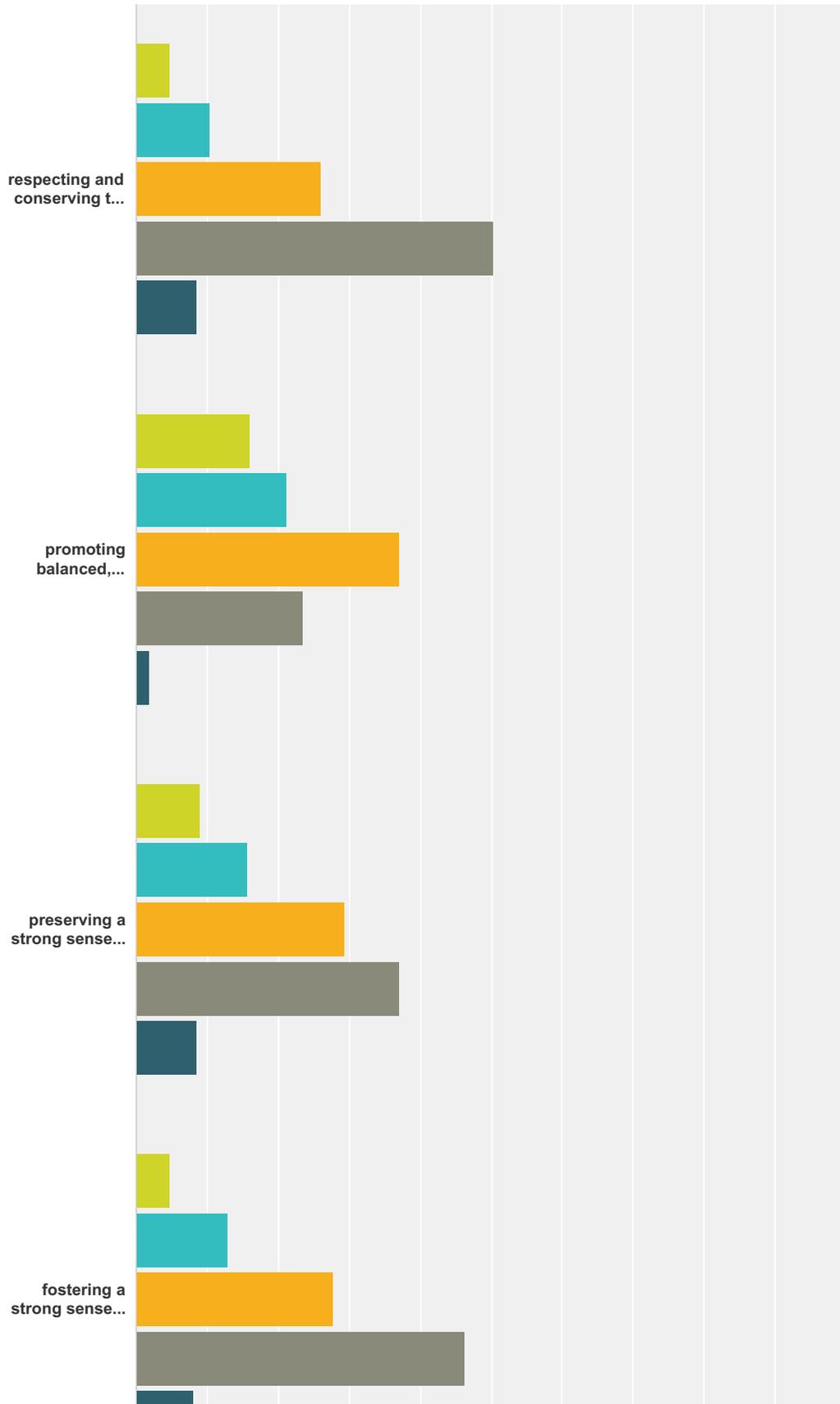
143	<b>Concerns</b> Built out, full of chain stores.	3/5/2015 4:09 PM
144	<b>Positive</b> Vibrant Mountain Community With Diverse Activities For Everyone To Enjoy	3/5/2015 4:09 PM
145	<b>Positive</b> Pinnacle place to work and live the modern active lifestyle.	3/5/2015 4:04 PM
146	<b>Concerns</b> Overdeveloped, dense and loss of community sense.	3/5/2015 4:01 PM
147	<b>Concerns</b> Chaos	3/5/2015 4:00 PM
148	<b>Concerns</b> Touristy, exclusive and hard to get around	3/5/2015 3:59 PM
149	<b>Concerns</b> A real mess if growth doesn't slow or be more controlled	3/5/2015 3:52 PM
150	<b>Concerns</b> a suburb of los angeles	3/5/2015 3:49 PM
151	<b>Positive</b> beautiful mountain resort community with healthy people, land and economy	3/5/2015 3:45 PM
152	<b>Concerns</b> Much more diverse in recreational activities	3/5/2015 3:44 PM
153	<b>Concerns</b> Welcoming, entitled	3/5/2015 3:42 PM
154	<b>Positive</b> Still challenges but on the right path.	3/5/2015 3:41 PM
155	<b>Positive</b> Growing...but still a place you want to live	3/5/2015 3:31 PM
156	<b>Positive</b> I HOPE that PC will become a leader in how to manage growth	3/5/2015 3:20 PM
157	<b>Positive</b> The best town in the US. Paradise	3/5/2015 2:38 PM
158	<b>Concerns</b> Aspen-like, needs more snow, great summer recreation, hopefully new thriving businesses & strong npos	3/5/2015 2:35 PM
159	<b>Positive</b> All season historic western resort town with an emphasis on skiing.	3/5/2015 2:34 PM
160	<b>Concerns</b> We continue to destroy a formerly great place.	3/5/2015 2:30 PM
161	<b>Positive</b> Responsible growth, protecting our open space and community.	3/5/2015 2:17 PM
162	<b>Positive</b> Mountain Resort Community	3/5/2015 2:16 PM
163	<b>Concerns</b> Holding on for dear life.	3/5/2015 2:10 PM
164	<b>Concerns</b> Depends on what Council does.	3/5/2015 11:04 AM
165	<b>Concerns</b> overbuilt, losing it's natural beauty	3/3/2015 1:29 AM
166	<b>Concerns</b> Overgrown commercial based Disneyland	2/27/2015 3:16 PM
167	<b>Positive</b> a well preserved ski town	2/27/2015 2:21 PM
168	<b>Concerns</b> Becoming very urban rather than rural	2/27/2015 2:19 PM
169	<b>Positive</b> amasing	2/27/2015 2:17 PM
170	<b>Concerns</b> Large in comparison to todays park city.	2/27/2015 2:17 PM
171	<b>Concerns</b> Very warm and crowded place also very ugly	2/27/2015 2:17 PM
172	<b>Concerns</b> park city will be a rich ski town.	2/27/2015 2:16 PM
173	<b>Concerns</b> Rich tourist town all year round	2/27/2015 2:16 PM
174	<b>Concerns</b> Hopefully cleaner	2/27/2015 2:16 PM
175	<b>Positive</b> better economy	2/27/2015 2:16 PM
176	<b>Positive</b> world class with a big town feel	2/27/2015 1:09 PM
177	<b>Concerns</b> Vail resorts destroys quaintness of town.	2/27/2015 10:38 AM
178	<b>Concerns</b> ghost town	2/27/2015 9:47 AM
179	<b>Concerns</b> Fun, if you could just get to it!	2/26/2015 10:47 PM

## Park City Visioning Check-in

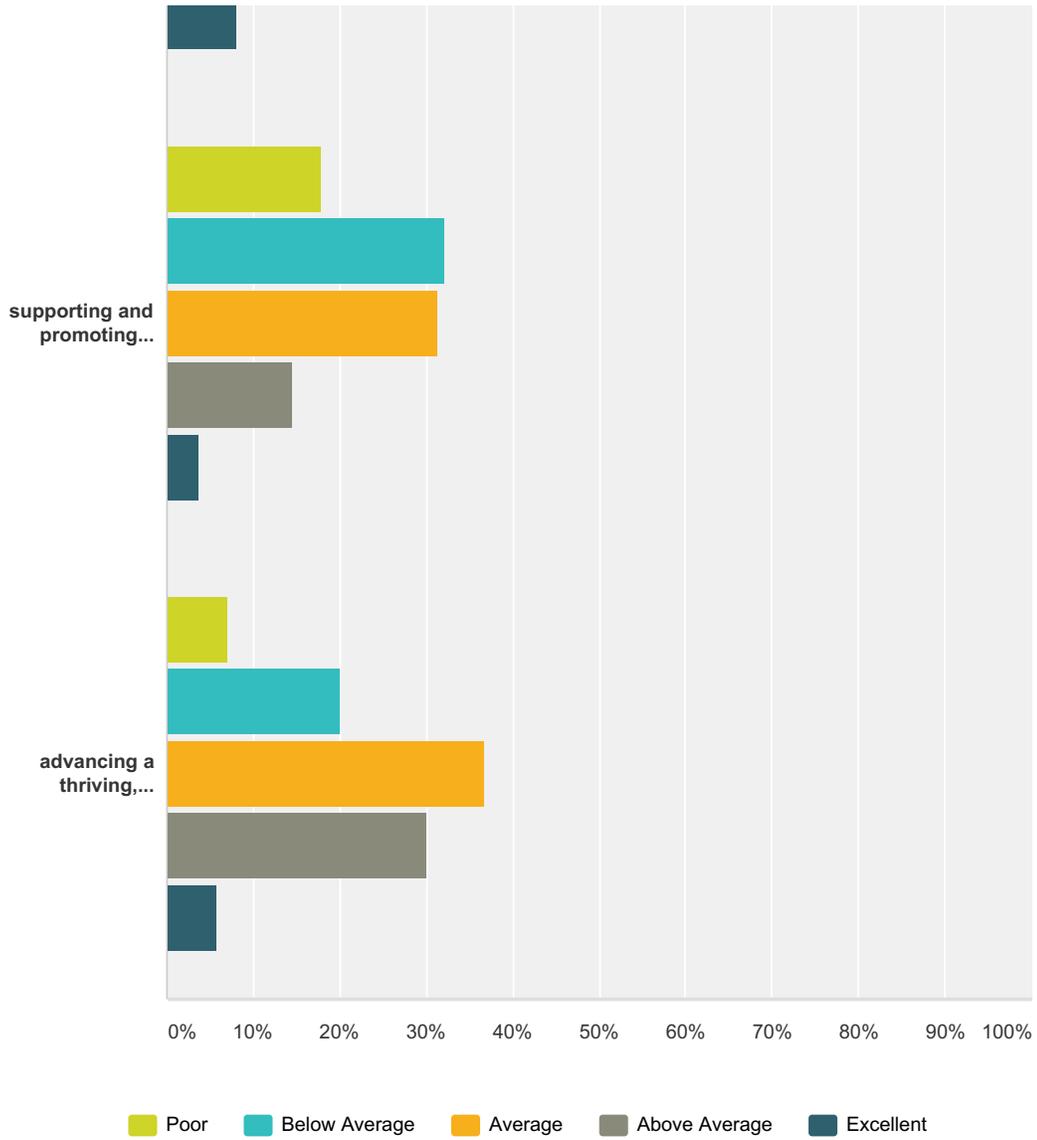
180	<b>Concerns</b> Little reason to go there with Snyderville thriving	2/26/2015 9:20 PM
181	<b>Concerns</b> A lost city, unless we change today	2/26/2015 8:34 PM
182	<b>Concerns</b> elitist Disneyland	2/26/2015 3:17 PM
183	<b>Concerns</b> Probably not what I wish it could be	2/26/2015 2:30 PM
184	<b>Positive</b> thriving, economically diverse, trails/parks, beauty	2/17/2015 12:14 PM
185	<b>Concerns</b> Less of a community	2/17/2015 11:07 AM

Q5 How well are we...

Answered: 212 Skipped: 3



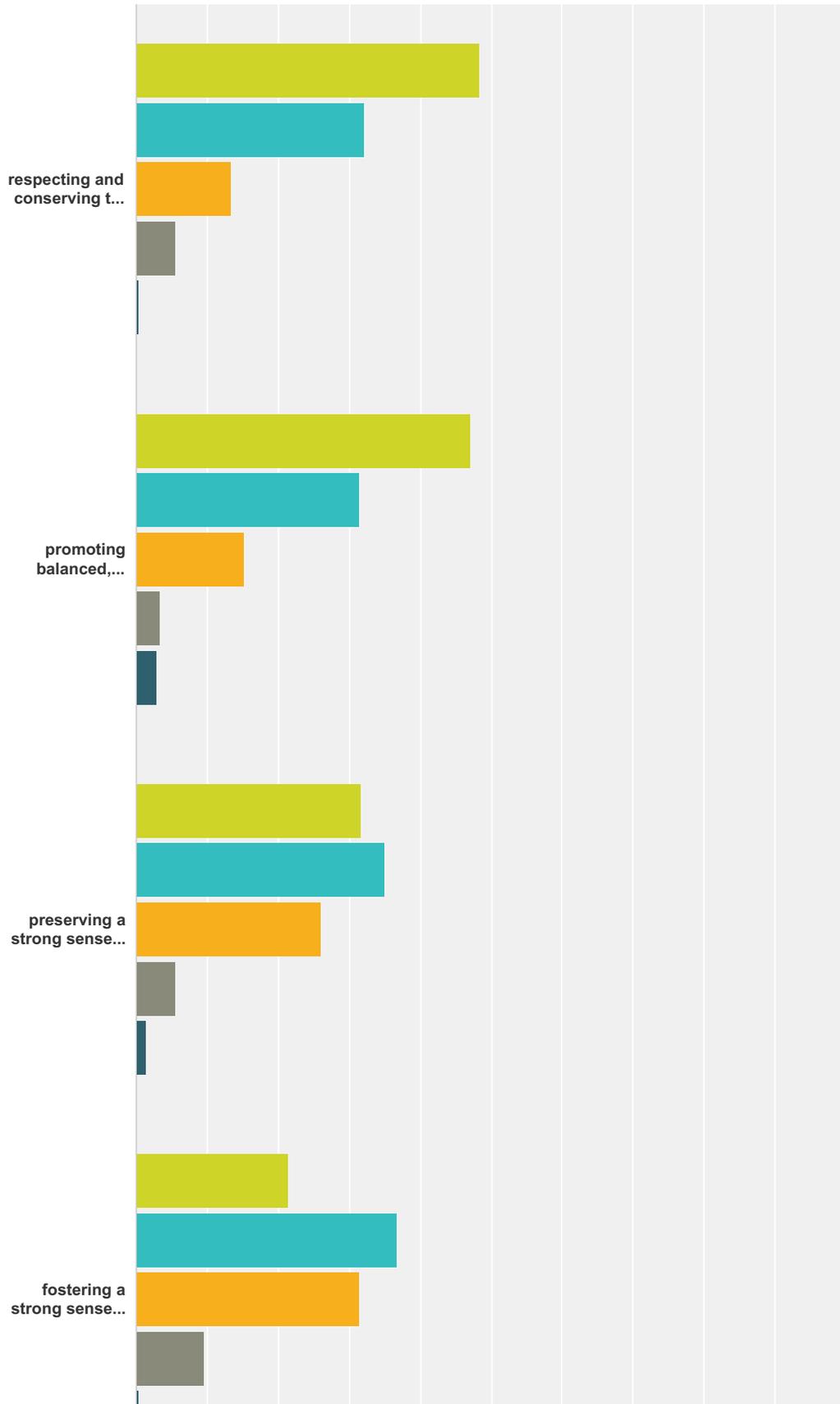
## Park City Visioning Check-in



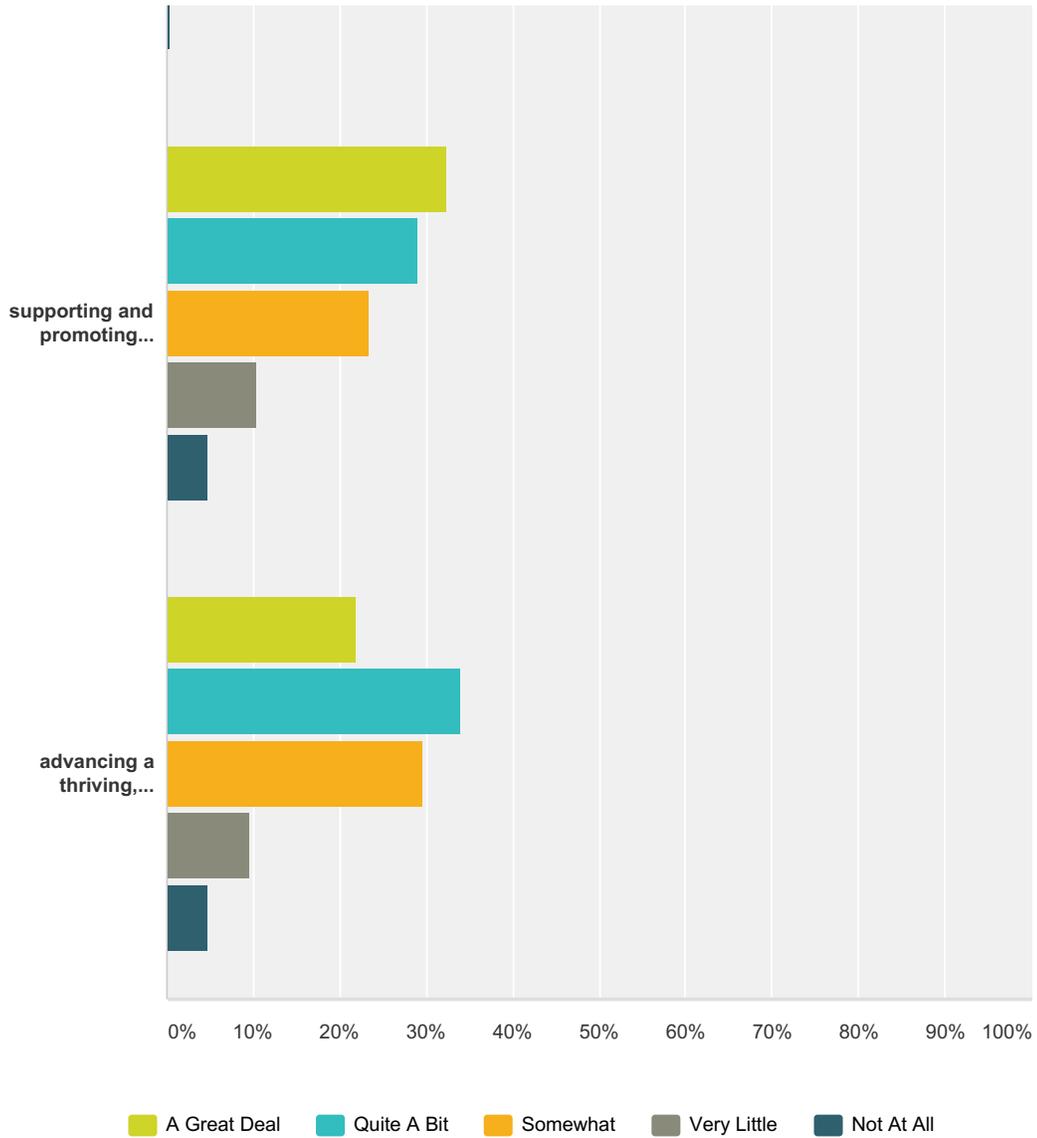
	Poor	Below Average	Average	Above Average	Excellent	Total
respecting and conserving the natural environment?	4.74% 10	10.43% 22	26.07% 55	50.24% 106	8.53% 18	211
promoting balanced, managed and sustainable growth?	16.04% 34	21.23% 45	37.26% 79	23.58% 50	1.89% 4	212
preserving a strong sense of place, character, and heritage?	9.05% 19	15.71% 33	29.52% 62	37.14% 78	8.57% 18	210
fostering a strong sense of community vitality and vibrancy?	4.78% 10	12.92% 27	27.75% 58	46.41% 97	8.13% 17	209
supporting and promoting diversity in people, housing and affordability?	18.01% 38	32.23% 68	31.28% 66	14.69% 31	3.79% 8	211
advancing a thriving, diverse and sustainable economic base?	7.18% 15	20.10% 42	36.84% 77	30.14% 63	5.74% 12	209

Q6 How much effort needs to be spent.....

Answered: 211 Skipped: 4



## Park City Visioning Check-in



	A Great Deal	Quite A Bit	Somewhat	Very Little	Not At All	Total
respecting and conserving the natural environment?	48.34% 102	32.23% 68	13.27% 28	5.69% 12	0.47% 1	211
promoting balanced, managed and sustainable growth?	47.14% 99	31.43% 66	15.24% 32	3.33% 7	2.86% 6	210
preserving a strong sense of place, character, and heritage?	31.75% 67	35.07% 74	26.07% 55	5.69% 12	1.42% 3	211
fostering a strong sense of community vitality and vibrancy?	21.53% 45	36.84% 77	31.58% 66	9.57% 20	0.48% 1	209
supporting and promoting diversity in people, housing and affordability?	32.38% 68	29.05% 61	23.33% 49	10.48% 22	4.76% 10	210
advancing a thriving, diverse and sustainable economic base?	22.01% 46	33.97% 71	29.67% 62	9.57% 20	4.78% 10	209

## Park City Visioning Check-in

### Q7 Please provide any other thoughts you may have regarding the vision of Park City.

Answered: 122 Skipped: 93

#	Responses	Date
1	Keep locals, local!	4/1/2015 12:42 PM
2	I believe that we have established ourselves as a world class ski area with a character and interesting old town environment. I fear that we will lose our character, which I believe has already been eroded. Conde Nast considers the top ski resorts to be Telluride, funky, cool. I hope we are not headed towards being bland, another huge skir resort community with no character. Remember the locals.	3/29/2015 5:38 PM
3	Essential to consider a future with much less snow.	3/29/2015 12:37 PM
4	Need to switch wood burning fireplaces and stoves to gas or eledtric	3/27/2015 2:00 PM
5	More Bike Lanes.	3/26/2015 6:35 AM
6	Water and traffic (transportation) are the obvious issues.	3/19/2015 10:06 PM
7	Please do not remove the Post Office from Main St.	3/19/2015 10:46 AM
8	Old town is done. Let it go. No families are there anymore raising kids. Let us fix up our homes!	3/18/2015 8:02 PM
9	"Promoting balanced, managed and sustainable growth" to me means dealing with what we currently have and not necessarily encouraging additional growth.	3/18/2015 5:43 PM
10	Seems like a lot of wind and little substance	3/18/2015 4:24 PM
11	We have to prioritize. Without growth housing prices can only go up and squeeze the diversity out but do we want growth? It's vital that we create a more multifaceted economy beyond tourism. Tourism will always be the mainstay but what happens when the snow stops falling? But this diversification must happen very carefully to maintain the character of the town. Frankly, most of the growth should happen in Summit County not within the city boundaries. This would preserve the sense of place and heritage of the city and still give the county a more diverse economy and housing options that could be more affordable. Frankly, asking our employees to drive from SLC is not a viable solution.	3/18/2015 12:04 PM
12	sorry, not optimistic	3/17/2015 5:46 PM
13	new comprehensive plan is great - we should follow it	3/15/2015 5:21 PM
14	do more for housing options for people of lower class status. I'm tired of living in apartments surrounded by rude people that don't even speak English. How am I supposed to live in my home town if I can't even get a chance to afford it. Also enforce better driving through park city and summit county.	3/14/2015 11:57 PM
15	Focus 100% on transportation and parking solutions or we are dead. Connect the ski resorts to density centers like Old Tpw and others with gondolas. Allow skiers to ski from place to place. Trams - monorails - lifts - gondolas --- etc... etc...	3/14/2015 10:52 PM
16	So sad to see what has happened in 35 years	3/14/2015 10:19 AM
17	That happiness we all feel in summer, these years, fades in winter.	3/13/2015 10:17 PM
18	at some point contial growth willaffect mobilaty	3/13/2015 5:59 PM
19	stop the condos! stop Treasure development! no tall buildings!!!!	3/13/2015 2:55 PM
20	Plant more native trees and replace those lost to development and ski resort growth	3/13/2015 9:34 AM
21	We need to get one. Stop selling out to any bidder and at least focus on the higher ones. Stop worrying about providing affordable housing within city limits to everyone who washes a dish and get your focus back on mKing this a place that high income families want to LIVE, not just own vacation homes.	3/12/2015 10:30 PM
22	Removing the uniqueness of park city through over development is a sad thought that could very well be the future.	3/12/2015 10:29 AM

## Park City Visioning Check-in

23	preserving the mining heritage is ridiculous. we are a ski town	3/12/2015 9:15 AM
24	Leave Park City alone!	3/11/2015 6:29 PM
25	Should follow the European model of sustained population growth, not be so dependent upon constant growth and building permits. Something needs to be done about the bark beetles!!!!	3/11/2015 5:42 PM
26	I live in Silver Springs but work in Old Town	3/11/2015 4:01 PM
27	NEED PARKING STRUCTURES, PARK AVENUE HAS BECOME A PARKING LOT.	3/11/2015 10:52 AM
28	Unfortunately the changes will drive out the common folk and only make it economically feasible for the upper income people to live here.	3/10/2015 9:30 PM
29	Hanging on to generic 5 year old themes doesn't seem very productive	3/10/2015 8:29 PM
30	stop building everywhere, this is no longer a wonderful mountain town. its Disney land.	3/10/2015 8:09 PM
31	Focus on attainable housing (not nec. affordable/employee housing) for middle class families, we have preserved plenty of open space so that requires less focus into the future. We need middle class families to live in the community.	3/10/2015 8:08 PM
32	Growth is destroying the soul of Park City. It's maybe too late to save it	3/10/2015 6:44 PM
33	"PARKING"	3/9/2015 5:10 PM
34	Serious help concerning traffic... Like from our Police Dept??	3/9/2015 4:14 PM
35	Concerned about growth and planning in the coming years.	3/9/2015 3:14 PM
36	Keep young people in the city limits. Especially in old town	3/9/2015 2:27 PM
37	Our inherent exclusivity due to geography alone needs to be recognised & political correctness to disregard that put us on a downward path!	3/9/2015 11:32 AM
38	Change doesn't mean the results will be bad, I worry that we are taking too much time worrying about change rather than adapting to it.	3/9/2015 8:53 AM
39	We better solve the traffic problems	3/8/2015 8:39 PM
40	This is from 2009. Am I really suppose to do this?	3/8/2015 8:28 PM
41	I am a 20+ year Jeremy Ranch resident. Snyderville Basin thinks it is part of Park City. This can and should be treated as an asset. We work in, buy in, and care about Park City just as if we "lived" here. In that sense we do. There is a "Greater Park City" that actual makes it greater. It should be included and tapped.	3/8/2015 5:20 PM
42	the Park City fit residence need to accept that Park City is no longer a old miners town. They need to "share the wealth" O& quit the attitude that they know more & offer better than everyone else. They need to accept that there ARE other businesses/individuals that are capable of providing excellence too.	3/8/2015 3:16 PM
43	good luck. you will need it	3/8/2015 12:11 PM
44	If we kept our eye on the proper goals, we would not have to promote anything. It would all work out for the best.	3/8/2015 12:05 PM
45	Figuring out the traffice and growth should be the priorities	3/8/2015 10:38 AM
46	We need mass transit - we need to make Main Street pedestrian only	3/7/2015 6:34 PM
47	I think the Bonanza Park program is awful for the area. It's unrealistic. I don't want to sound like a snob but not everyone can afford to live in PC and that's ok. I can't afford to live in a lot of places I'd like to live either. We need to fix our own transportation issues without involving ourselves in the Mountain Accord.	3/7/2015 1:44 PM
48	Good luck - lots of work to do	3/7/2015 1:25 PM
49	You are never going to have enough affordable housing in PC. Work on a solid economic base and the environment and you'll have a good mix of residents and good amenities.	3/7/2015 12:37 PM
50	traffic is terrible and not all people can take the bus	3/7/2015 12:05 PM
51	Figure out transportation	3/7/2015 5:46 AM
52	Keep it as is.	3/6/2015 9:54 PM

## Park City Visioning Check-in

53	Support your Soldiers and Veterans. It's a shame the mayor won't attend Memorial Day or Veterans Day events.	3/6/2015 9:39 PM
54	This was sent to county residents so the next dropdown is ineffective.	3/6/2015 8:52 PM
55	A real problem that seems to be getting worse is affordable housing - especially for seasonal workers. The resorts need to play a bigger role in helping provide housing for them. It's not right that they hire them and then provide very little assistance in helping find housing.	3/6/2015 4:38 PM
56	the loss if the Kimball Arts Center was devastating. i have heard that the Post Office is next. what other reason would a local want to come to main street other than to have an over priced meal, shop in over lriced stores and get a parking ticket. I can't think of one.	3/6/2015 4:38 PM
57	We need to continue to work as a community to make PC a great place to visit.	3/6/2015 4:09 PM
58	Leave space for people to live and work, not just second home owners.	3/6/2015 4:04 PM
59	I am very disappointed in the real estate development on Main St., especially the Kimball Art space. The community does not have their space on Old Main....no place to ponder, appreciate art and interact with community art where it was intended so many years ago. development will only complicate our traffic in such a small historic area. The City should have considered purchasing and controlling the space for the community. Kimball is an example of the wrong direction for PC	3/6/2015 3:30 PM
60	biggest issue is traffice and housing affordability	3/6/2015 3:02 PM
61	Wow - I wish you the best - keep up the great work of the leaders from the past.	3/6/2015 2:40 PM
62	WE DON'T NEED TO BECOME ANOTHER ASPEN!	3/6/2015 12:09 PM
63	Please pay more attention to the local population base, esp. in Old Town. The constant construction, both public and private is degrading the quality of life for those nearby	3/6/2015 11:05 AM
64	Park City character "is" our historic district and mountains, and every foot of expansion, up or out, dilutes that character. This isn't, and we don't want it to be, an urban center - let's work with Summit on positively developing outlying areas. Every additional car in dilutes our character, too - pollutes our air and auditory environment. (Did we learn anything from Europe? Almost every mountain resort there limits cars in the center.) NO ADDITIONAL CARS OR PARKING IN TOWN LIMITS! NO ADDITIONAL PAVED LANES! (Well, maybe for bikes.) Why encourage further dilution of our character? Let's discourage cars and traffic in town - and preserve that character. Let's get creative about parking visitor cars at Kimble/Quinn's, or better yet, leaving them at the airport altogether. Stewardship requires this. We have a real problem, and population/visitor growth is not going to slow. Even if we accommodate today's traffic influx, it will only grow tomorrow: However painful, the only way to mitigate traffic in the long-term is to provide an (enticing) alternative, educate our populace, and shift the paradigm... Ride, don't drive, in Park City. If we fail to do this now, continuing instead to short-sightedly accommodate ever-increasing growth, our next community survey questions will feature the question, "How can we regain Park City's lost character?" (There are good reasons they don't let cars into Disneyland.)	3/6/2015 10:50 AM
65	Commercial development pressures will be intense with little regard for preserving a mountain town community. Which is where city council and planing need to be most active.	3/6/2015 10:36 AM
66	Need to continue to strive for that balance of Sustainability with out becoming stagnant. Growth is not necessarily good. Have a vibrant economy that isn't based on constant growth	3/6/2015 9:28 AM
67	Conserve water use by xeriscape & other conservation methods	3/6/2015 9:24 AM
68	Park City no longer cares about the workers and small business owners who sustain the community. Park City's vision is all about supporting the wealthy and money.	3/6/2015 8:58 AM
69	I love this community and would hate to see it overrun by greed and over use.	3/6/2015 8:45 AM
70	Need continuum of care facilities (including independent living) for seniors to keep them here.	3/6/2015 8:38 AM
71	need to keep our small mountain town flavor rather than be like all the other Vail communities. We need more affordable housing for our teachers police and everyday workers rather than more exclusive spas and vacation ammenties for the guests who visit.	3/6/2015 8:27 AM
72	It is sad to see the character of Park City erode.	3/6/2015 7:26 AM
73	solve traffic problems, Sundance in shoulder season or go away	3/6/2015 6:08 AM
74	I hope we don't ruin this address like every other beautiful area in the world	3/6/2015 12:21 AM
75	We need to maintain our own identity and not morph in to whatever Vail's vision is.	3/5/2015 10:07 PM

## Park City Visioning Check-in

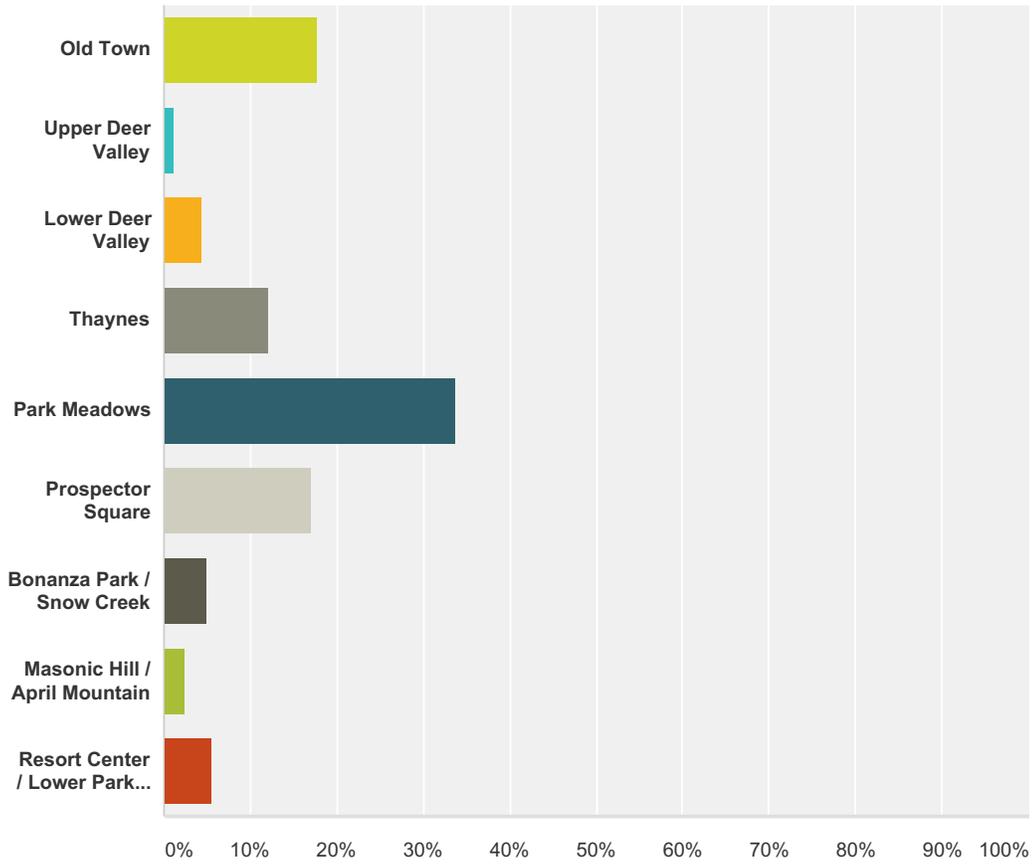
76	Re ques 8 - condos on Three Kings Dr.	3/5/2015 9:43 PM
77	Being a genuine community is what sets us apart and needs to be protected.	3/5/2015 9:40 PM
78	The "vision" part is nice to discuss, and that seems to happen a lot... But lets start doing some thing.	3/5/2015 9:12 PM
79	If we do visioning again, I'd like to see some of the raw data, not just the aggregate.	3/5/2015 8:15 PM
80	I know they try and it is difficult to be brave enough to resist the forces to develop, destroy what was and leave with their money. Too bad for us and those that follow. Please be brave and resist, we will fight with you.	3/5/2015 6:46 PM
81	Carefull what you ask for, you just might get it!	3/5/2015 6:37 PM
82	We don't need to turn it into Aspen	3/5/2015 6:16 PM
83	Don't let money talk too much	3/5/2015 6:14 PM
84	Stop growth	3/5/2015 5:36 PM
85	Ultimately contain traffic. We need alternative ways to get into town like gondolas or chair lifts and all the resorts need to charge for parking to make it painful to want to park, The gondola/ cairlift could be funded with the proceeds from paid parking. Gondola would go to the transit center	3/5/2015 5:28 PM
86	Do NOT widen Hwy.224	3/5/2015 5:21 PM
87	don't get any more commercial	3/5/2015 5:17 PM
88	Taking a look at height restrictions based on individual situations. Blocking a neighbors view in insensitive but it happens based on the current restrictions. Traffic on small streets is a problem especially Crescent Tram which has turned into a thoroughfare. It looks like a taxi route and is constant throughout the night.	3/5/2015 5:15 PM
89	Vision has no grasp on reality	3/5/2015 5:10 PM
90	Great place for tourists.	3/5/2015 4:57 PM
91	preserve land management code from developers	3/5/2015 4:56 PM
92	Never thought I would want to move, but very much considering it. Life time resident, so sad	3/5/2015 4:51 PM
93	Although there are few better places to live at this time, the ideas and leadership of our commmunity are leading Park City to a place we will probably vacate once are children are grown and we have lived here for 20 years.	3/5/2015 4:38 PM
94	Speed is of the essence if we are to preserve what we have.	3/5/2015 4:25 PM
95	I live in Kimball Junction, things will change when they join PCMR with The Canyons.	3/5/2015 4:15 PM
96	I feel that Park City has "over popularized" itself. We we have great festivals and street markets, etc, but it's never the quiet town it used to be. I used to love our Park City summers - but no longer.	3/5/2015 4:09 PM
97	Manage Growth to Provide Private Property Owners With Reasonable Opportunity to Develop Their Property While Striking a Ballance With Keeping The Community a Natural Place to Enjoy the Mountain Experience	3/5/2015 4:09 PM
98	City spend too much money on studies that should be sovled by local govt.	3/5/2015 4:07 PM
99	Park City should strive to break the traditional Utah mold, and become a catalyst for pragmatic and progressive change both culturally and economically. Lets lead the way.	3/5/2015 4:04 PM
100	Developers want too much density. Preserve what we have.	3/5/2015 4:01 PM
101	I don't think there is vision. The city council is easily bought by outside money and they are not planning for massive growth. Those of us that live here don't want growth, and we definitely don't want affordable housing options. The current infrastructure cannot support massive growth, the only way to prevent that is to let the natural financial market steer growth.	3/5/2015 4:00 PM
102	We are going to grow, significantly. It needs to be managed, not denied.	3/5/2015 3:59 PM
103	Good Luck	3/5/2015 3:52 PM
104	shut the door, people volunteering for office should have lived in the city for min of 7 years first, quit trying to improve Park city assimilate instead	3/5/2015 3:49 PM
105	You need to hear from the population on a regular basis	3/5/2015 3:44 PM

## Park City Visioning Check-in

106	I think concerns are covered in visioning.	3/5/2015 3:41 PM
107	I love the vision and I wish that I could put all of the themes as number 1. They are all SO important to keeping us a great town and place to live	3/5/2015 3:20 PM
108	Park City has and will continue to be one of the great historic ski towns of the west for the foreseeable future. A great deal of effort should be to focus on what already makes this a wonderful place. We have plenty of places where we could add value and efficiency to our already great community. Water conservation, air quality preservation, maintenance and improvement of public lands with emphasis on human powered transportation.	3/5/2015 2:34 PM
109	We are sacrificing a great community to generate temporart real estate profits. We are killing diversity and community by focusing on second homes. The resort industry does not support their workforce in any meaningful way. The community must provide the substandard healthcare and housing available to resort and restaurant employees.	3/5/2015 2:30 PM
110	We need to be smart about how we decide to fill our open space. I worry about Quinn's becoming another Kimball Junction with the movie theatre, Park City heights and feel that Round Valley open space will loose what makes it special if we continue to build on it's heels. I'm sad to see so many buildings being built that aren't filled with tennants (newpark) PC Tech center complexes. We need to really consider if/how we need more development.	3/5/2015 2:17 PM
111	keep our views and places for wildlife to live, moose walking down Main, although cool, is wrong	3/3/2015 1:29 AM
112	more trees	2/27/2015 2:17 PM
113	I think that park city needs to stay small.	2/27/2015 2:17 PM
114	no thank you	2/27/2015 2:17 PM
115	Try to not as build as many houses.	2/27/2015 2:16 PM
116	Don't connect the 2 resorts. Big mistake.	2/27/2015 10:38 AM
117	slow and responsible development	2/27/2015 9:47 AM
118	Watdch out for Vail/Talisker/Mountain Accord	2/26/2015 10:47 PM
119	I'm afraid the best of Park City is over. Too many elites have moved here. I'm looking to move to the county	2/26/2015 9:20 PM
120	Please preserve what historic town qualities you have	2/26/2015 8:34 PM
121	no more cars and an old town grocery	2/26/2015 3:17 PM
122	I'm definitely not proud of many things this community has become. Sadly I contibuted to it.	2/26/2015 2:30 PM

### Q8 What Neighborhood do you live in?

Answered: 157 Skipped: 58



Answer Choices	Responses	
Old Town	17.83%	28
Upper Deer Valley	1.27%	2
Lower Deer Valley	4.46%	7
Thaynes	12.10%	19
Park Meadows	33.76%	53
Prospector Square	17.20%	27
Bonanza Park / Snow Creek	5.10%	8
Masonic Hill / April Mountain	2.55%	4
Resort Center / Lower Park Avenue	5.73%	9
<b>Total</b>		<b>157</b>



## LOWER PARK AVENUE REDEVELOPMENT COMMUNITY WORKSHOP HELD MAY 19, 2015 MEETING SUMMARY

Park City Municipal Corporation held a community workshop for the Lower Park Avenue Redevelopment area. The goal of the meeting was to give a background of the Lower Park Avenue Redevelopment area and most importantly gain input from community members. The meeting began with an informal gathering and refreshments, followed by presentations and ending with facilitated community discussions.

An array of information was given in a presentation format. A summary of each presentation is below.

- Mayor Jack Thomas began the presentations by welcoming everyone and providing his thoughts on the community and Lower Park Avenue Area.
- Craig Sanchez gave a presentation of the Visioning Check-in Survey Results. The survey was administered through March and April and showed the values that were defined five years ago are still relevant and showed the importance of each of the values.
- Jonathan Weidenhamer provided an overview of the history of the Lower Park Avenue Redevelopment Area. He explained the area of the RDA and summarized the comments that had been received over the past and the designs that were developed over the last few years.
- Kim Clark presented a summary of the Lower Park Avenue Outreach that has taken place and provided information to gain additional information from the attendees in a community discussion format.

The attendees were placed in six facilitated groups to gather information on the following questions:

- What makes Park City Park City?
- What does Park City need to be 'complete'?
- What should be included in Lower Park Ave?

Facilitators recorded the information and each group provided a summary of their discussions. The summary and the recorded discussion notes for each group is listed below.

### **GROUP 1 - Facilitators - Rhoda Stauffer / Heinrich Deters**

#### ***SUMMARY***

Parking should be underground and expensive

Heart of Old Town is in Lower Park Avenue - should be full of gathering places

Views supporting both high density and low density in Lower Park Ave

#### ***DISCUSSION NOTES***

Concern: too much housing, too much density, too much affordable in one area

Like the idea of connections, a greenway

Concerned that 2nd home owners will take over the homes

- Change MPD process
- Paid parking
- Color diversity on north side of library (similar to historic homes in upper Old Town)
- Underground paid parking under everything
- Senior housing in library field
- Preserve green space
- Limited retail
- Height limits
- Preserve LPA and connections - community building and gathering places - heart of Old Town
- Transportation to SLC - need more than 2x per day
- Move people into town and make cars expensive (parking, etc.)
- Staff the Municipal Housing Authority
- Underground parking at Ma Winny and affordable housing on top
- Stay residential - keep commercial outside LPA
- Senior living option in LPA

## **GROUP 2 - Facilitators - Anya Grahn / Elizabeth Quinn Fregulia**

### ***SUMMARY***

Affordable housing currently exists, but in the form of long-term rentals that are essentially stranded assets: owners are trying to sell them, so they remain unoccupied. Could incentivize owners to use long term rentals / family housing.

Special attention should be paid to view corridors, walkability, and wayfinding.

Amenities that are family based are needed in the area: splash park, water fountain, sledding hill.

Vail parking needs to be phased and a transit center should be incorporated at the PCMR lot.

Senior center needs to be in a central location and a full kitchen is important.

The housing identified on the library field should be flipped to run along Norfolk to minimize impacts to views.

### ***DISCUSSION NOTES***

Use existing housing stock in the area - vacant but for sale (recast as family housing)

Like eclectic mix of housing (70s, etc.)

Developer to talk to all condo owners

Families should use amenities

Plaza, fountains, water: definable elements that draws families and children

Pedestrian place making - walkway to downtown (or people movers)

Long term rentals - huge demand on parking

RE: PERSPECTIVE Affordable housing exists in the form of rentals (long-term) / 2 parking places per unit puts folks right into town / developer mandated (condos) Example: 70's - 20 unit buildings - 12th & 13th (long term rent empty units like the funky entryway (for sale now)

Back to back housing in the lot near the library

Balance parks, open space, and density

Infill slightly in the E/W corridor

Sidewalk beautification and maintenance grants for homes along Norfolk

Vail parking lot: phasing important

Put bulk of parking at the Canyons and bus everyone over

PCMR parking lot edge needs to be a continuation of view corridors connecting to Park Ave

People want to walk - Consider green space artery (continuous parks) to connect Lowell to Park Ave  
Create a sledding hill for a family amenity  
Better connectivity to Miners  
Aesthetic / walkability down Park Ave  
Visual preservation of view corridors  
Consider stairway uphill or funicular  
Strong visual connection "Spanish steps" PCMR to miners  
Stairway - Park City Character  
Revitalize old fountain in front of Miners Hospital - fountain splash park, something for children  
Connects to adjacent park - which is already so well used - a beloved family amenity  
Boo Radley music park not maintained but has a great climbing tree  
Strong way finding and view corridors to connect N/S artery - Spanish Steps in Rome  
Density - don't take away green space  
Keep corners open to keep open space feel  
Underground parking @ resort  
Isolated parking to get people point to point safely  
Great idea to have a transit center at PCMR lot  
Be aware of difficulty moving people / kids / families with ski gear  
Question: What is the balance of ski resort needs vs general city needs (special events, etc.) / parking - seasonal events, condos other  
Senior center - relatively flat, important, need full kitchen b/c federal subsidized lunch. Is it possible to add a full kitchen to miners? Need a central location but probably don't need to be near resort.

### **GROUP 3 - Facilitator - Matt Abbott**

#### ***SUMMARY***

The theme that came to this area - all needs to be easy.

Small homes could accommodate many users - seniors, skiing and adventure culture, and small businesses.

Lower Park Avenue is already diverse.

Traffic should be pushed away from Lower Park Avenue.

To minimize traffic - a rail line from SLC Airport to Park City.

The area should improve walkability - access to trails and sidewalks. Create a system of arteries with secondary capillaries: standard sidewalks should be complemented by an extended door-to-door system to facilitate point-to-point travel.

#### ***DISCUSSION NOTES***

What makes Park City Park City?

Ski bums - don't need a lot of space - we need the staff, they need to live somewhere, it is a cycle, (roommate-"den dad" - more space

Skiing / outdoors - small town with big city amenities (food, arts, culture) Also = urban issues

Lifestyle rich environment (perfect for raising kids)

Transition from 12 month leases to nightly / weekly O.T. especially

What does Park City need to be complete?

Maintain / nurture what has been built  
Free parking and no traffic  
Rail from Park City to SLC Airport through the intermodal hub in SLC  
Continue to diversify our economic base  
Opportunities to not commute  
Needed in Lower Park Avenue  
Sidewalks! Lights!  
Walkability - connections to trails capillaries  
Park Avenue needs traffic calming / stop signs?  
Connections: sidewalks to trails to bus to lift etc.

#### **GROUP 4 - Facilitator - Michelle Downard**

##### ***SUMMARY***

Need senior attainable (affordable) housing that offers a full range - independent, nursing, full service.

Should consider the senior population - many active seniors that need a center in Park City.

Senior Center needs to be on a bus line.

##### ***DISCUSSION NOTES***

What makes Park City Park City?

Tourism / ski industry

Environment, clean air, and nature

Community and active lifestyles

Transportation

Open space

Aging population

Diversity - natives with history and tourists

Rich history

What does Park City need to be complete?

Senior affordable housing near senior center (with multiple standards of living / levels)

Maintain senior population

Allow populations to be maintained near Old Town or on transportation route

What fits in Lower Park Avenue

Affordable housing - oriented in a manner that it does not limit views coming into town

Senior affordable housing near senior center (with multiple standards of living / levels)

#### **GROUP 5 - Facilitator - Jenny Diersen / Craig Sanchez**

##### ***SUMMARY***

Should increase density.

Miners Hospital is a great place and is used by real people.

The recreation building is ugly and should be torn down to accommodate multi-generational uses.

The area does not need to recreate history but incorporate sustainable uses of a building.

##### ***DISCUSSION NOTES***

What makes Park City? - Concerns identified were character and authenticity

Design is critical

Authenticity of neighborhood  
Character  
Green space nearby  
Public / private partnership  
Smaller retail space  
Vibrancy in community space  
Non-profit space  
Collaborative work space  
Affordable day care  
Senior center - expand space and move to recreation building (building is gross)  
Deed-restricted  
Utilize current space  
Mixed housing

**GROUP 6 - Facilitator - Amanda Angevine / Jonathan Weidenhamer**

***SUMMARY***

Keep the area to meet the same historical context.  
Coordinate with school district to use public transit.  
Promote full time residents.

***DISCUSSION NOTES***

Family Housing  
Affordable Housing  
Scale of buildings (keep similar to historic homes)  
Didn't want to constantly revisit codes, guidelines, and policies  
Don't want to feel like a resort destination  
"feel local" - tweeners between a resort and multi-million homes  
Full time residents - could legislate, plenty of nightly / resort related at PCMR base, need voting base

What is missing?

Split on housing at library but N/S connections through field is critical  
Lack of any use / PGM of field is great  
Tradeoffs to keep field un-programmed? It depends - how many units and where is parking, maybe institutional / public / childcare use at field  
Off-site parking and bus rapid express / trains  
Transit center at Jess Reid buildings  
Ski Lockers (to reinforce bus use)  
Questions future of Park Avenue  
Use public transit to schools



## City Council Staff Report

**Subject:** Affordable Housing Update  
**Author:** Phyllis Robinson, Community Affairs Manager  
Rhoda Stauffer, Housing Specialist  
**Department:** Community Affairs  
**Date:** June 4, 2015  
**Type of Item:** Work Session: Affordable Housing

### **Summary Recommendations:**

Staff is requesting Council discussion on the affordable housing updates and strategies outlined in this report. Specifically staff is requesting direction to (1) evaluate the feasibility of creating affordable housing above existing city-owned parking lots, and (2) create a Blue Ribbon Commission on Housing to advance the housing goals.

### **Executive Summary**

This report summarizes the progress on the four key housing areas discussed during the February 2015 Housing Retreat: Regulatory Tools, City Sponsored Development, Land Acquisition and Disposition and the Neighborhood Preservation Pilot Program. Specifically staff discusses the status of the 1450/60 housing project, and updates the Council on the Lower Park Avenue Design Studio and timeline. Staff also asks Council to consider city-owned parking lots and structures for affordable housing, and recommends the creation of a Blue Ribbon Commission on Housing.

Acronyms Used in This Report: NONE

### **Background:**

In December 2014 City Council identified Affordable, Attainable and Middle Income Housing as a critical priority. Council also similarly designated Transportation during that meeting.

On February 5, 2015 the City's Community Affairs Manager, and its Housing Specialist, presented a report on the current state of housing in Park City, 2014 accomplishments, a one-year action plan and five year targets.

On March 5, 2015 Council provided direction to proceed with city-sponsored housing development at 1450/60 Park Avenue.

On April 23, 2015 staff refined the housing action plan to reflect actions taken through that date, and actions planned through June 30, 2019 in each of the program areas: Housing Regulatory & Compliance, Housing Development, Land Acquisition and Disposition and Neighborhood Preservation. All areas were on schedule with the timeline proposed during the Council Retreat, staff and Council also discussed income targeting for city-sponsored projects. Staff presented a summary of existing housing

affordability levels and anticipated housing targets for proposed projects.

### ***Analysis***

Staff has updated the housing action plan to reflect actions taken over the past month and those planned through June 30, 2019 (Attachment A). The program areas remain on schedule consistent with the timeline presented in February 2015.

## **Regulatory Tools**

As discussed during the February 2015 Council retreat, staff is taking a holistic look at the housing resolution, current regulatory approaches as well as the challenges of our existing systems. Staff issued a Request for Proposals on April 23, 2015 for a consultant team to review our existing Housing Resolution, employee generation assumptions and the formulas being used to quantify the impact development has on the affordable housing needed within the community, and make recommendations as appropriate. Staff received three responses to this Request for Proposals and will return to Council in late June for an award of the contract.

Staff has also been working with Intermountain Health Care on their housing obligations. This is on the Housing Authority agenda for June 4, 2015.

## **City Sponsored Development**

### **1450/60 Park Avenue Status**

At the March 5, 2015 City Council meeting, Council directed staff to move forward with a city-sponsored, single-family affordable housing project at this site. The property is zoned Historic Residential Medium density. There are two lots each .21 acres. Since that time staff has been conducting massing studies, evaluating geotechnical site conditions and physical conditions for the two existing historic homes.

- Massing studies were prepared to assess site suitability and density under the existing Land Management Code. Based on the massing studies, it is feasible to construct five additional single family homes, in addition to the two existing historic homes, for a total of seven homes on this site within the existing Land Management Code requirements for this zone.
- Physical Conditions Reports were prepared by Architect and Historic Structure consultant Sandra Hatch in August 2009. The assessment found each house to be in very similar condition and noted deteriorating facades and the presence of black mold and asbestos. Structurally, the houses will need major upgraded such as adding roof joists and replacing much of framing and structural beams.

Walls were determined to be inadequate by today's codes and standards, although they had been historically adequate and in compliance with historic codes. Neither house has footings. The report also found that the roof decking is not sufficient and headers over windows and doors are inadequate for roof load. Also what little foundation stability exists has been compromised by excavation under the houses in the past and should be replaced.

- The property is within the City's Soils Ordinance boundary. A geotechnical investigation was completed on April 7, 2015 by AGEK Applied GeoTech resulting in the findings of no soils of concern as well as no subsurface water.
- An environmental hygiene report was prepared by IHI Environmental. The report indicates asbestos is present in the floors, walls and ceilings as well as exterior siding and roof tiles which will need to be remediated during the construction process. Black mold is also present in the dry wall of both homes and is invasive to the extent that even with certified remediation, liability could be assigned to the builder for years to come.
- The City issued a Request for Proposals for Architectural and Engineering services on April 20, 2015. Staff is reviewing proposals and will be returning to Council in late June for with recommendation for award of contract.

Staff will be consulting with City Council, in its role as Owner, as the design and regulatory processes moves forward. For example, Council will need to determine how it would like to address the historic homes on the property within the context of the overall site plan and unit design options. We will return to Council formally to determine the preferred course of action for the historic homes after the architect has been engaged. Below are two specific issues staff that Council will need to consider this summer.

- ***Treatment of Historic Homes:*** Based on Sandra Hatch's conditions report and the IHI environment report, the homes have identified health and safety issues. Structurally, the homes will major upgrades including framing and structure beams, as well as require footings and foundation. The asbestos and black mold will need to be remediated. Given the structural upgrades required, together with the invasive nature of the mold, in particular, Council may wish to consider options such as dismantling and/or reconstruction of the homes. Housing staff has met with Planning Director and Chief Building Official to discuss these options and processes.
- ***Location of Historic Homes:*** Staff commissioned a set of massing studies to determine if moving the historic homes forward on the lot could result in any additional site density. Given the goal of creating detached units, and current Land Management Code requirements, moving the historic homes forward on the lots likely would not result in any additional units. One of the first tasks for the architect will be to assess whether there are any significant gains to unit configuration, unit size or site amenities that could be achieved. Staff will return to Council with the site

plan assessment, balanced by an evaluation of the pros and cons of proceeding with any requested amendments to the Land Management Code and/or Historic District Guidelines, as well as impacts on the project timeline.

**Projected Timeline (assuming houses remain in current location)**

**March – May 2015:** Massing studies, decisions about type of units, soils testing and environmental hygiene assessment of historic homes.

**May – June 2015:** Selection of architect

**August – October 2015:** Plat amendment process. Historic Preservation Plan will be submitted to Planning Staff at the same time.

**November 2015 – February 2016:** Site preparations, design and, construction drawing and bid documents completed.

**March – April 2016:** Construction bids and finalize construction contract.

**April – October, 2016:** Construction (weather dependent)

**June 2016:** Begin sales process

**September 2016:** Completion and sales.

**Lower Park Avenue Status**

In March and April 2015 the project team met with a number of area stakeholders to understand their needs. On May 19, 2015 the City hosted a community meeting to gather feedback on the needs in the Lower Park Avenue area.

The City is hosting a Design Studio for the Lower Park Avenue area on July 13 – 16, 2015 to provide a framework of the neighborhood that meets the long term vision of the community. The Lower Park Avenue Neighborhood is currently not utilized to its fullest potential. It is a neighborhood full of history with inspiring views of the mountain and acts as a hub that brings community members together. The neighborhood includes a variety of public, private, residential, and resort uses that have the possibility of being woven together. The pockets of Park City owned land provides an opportunity to increase housing in the community and possibly at the same time, create more community focused areas that connect historic Main Street to the Bonanza Drive area.

This is an innovative approach that brings together planning, architecture and development professionals along with subject matter experts in the community to inform a feasible development program for properties owned by Park City. The plan is to move the chosen concepts developed during the Design Studio this summer and have the plans ready for construction in 2016. Current suggestions for the area include:

- Multi-generational housing (ownership and rental options);
- Mixed-use that includes housing including a potential live-work component;
- Community gathering and meeting space such as a senior center, nonprofit resource center, child care center, community meeting space and/or youth gathering space, and
- Mixed income housing including affordable and market rate housing.

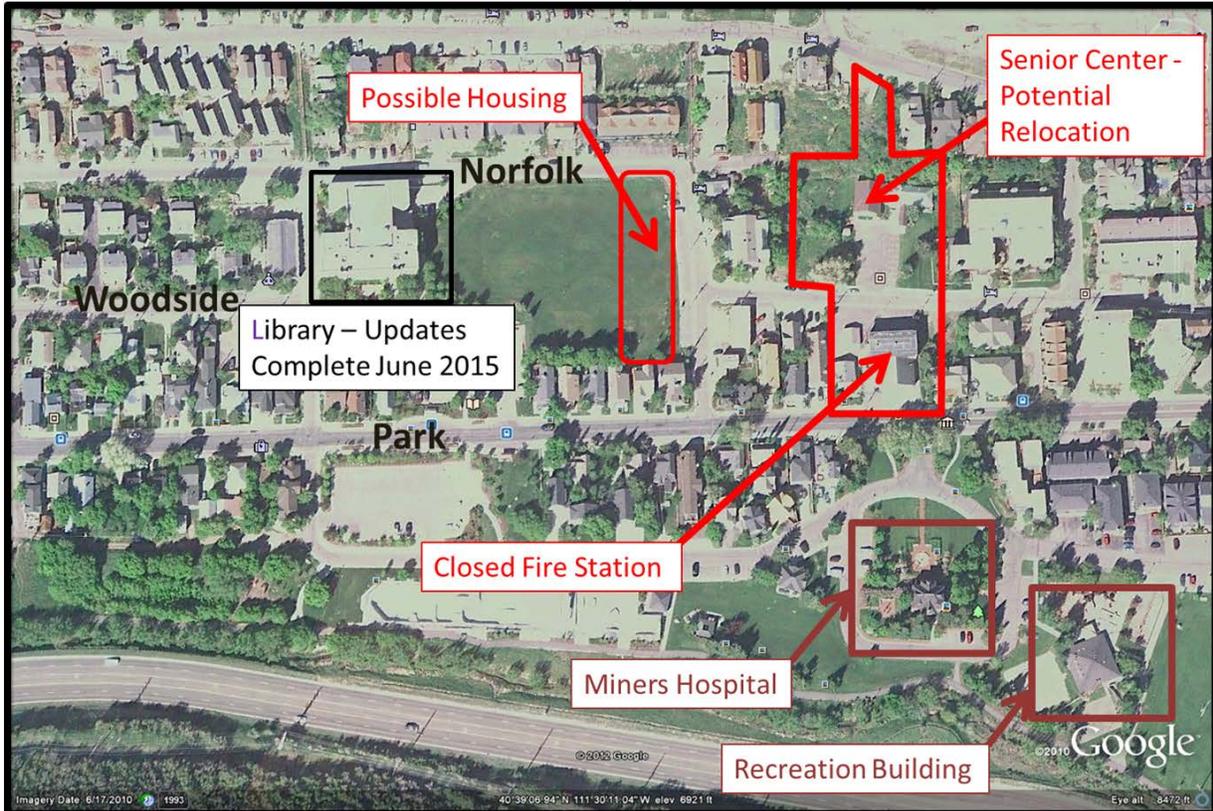
## TIMELINE

Request for Letter of Interest Posted  
Questions Deadline  
Questions Answered

April 6, 2015  
May 6, 2015  
May 8, 2015@ 3:00pm MDT

## Lower Park Ave Design Studio Areas of Focus

 City-owned Land for Redevelopment  
 Possible Enhanced Community Uses  
 Project Underway



Submittal of Letter of Interest due  
Finalists Announced  
Registration/Materials

May 15, 2015 @ 4:00 pm  
May 20, 2015  
July 1, 2015  
Design Studio: July 13 2015, 2:00 pm to  
July 16, 2015, 6:00 pm

### TENTATIVE SCHEDULE FOR DESIGN STUDIO

*July 13, 2015, 2:00 - 7:00 pm – Gather as group for a field visit and community presentation*

*July 13, 2015, 7:00 pm – Dinner as a group*

*July 14, 2015, 8:30 am – 5:00 pm – Studio Work (final schedule to be set by the team)*

*July 15, 2015, 8:30 am – 5:00 pm – Studio Work (final schedule to be set by the team)*

*July 16, 2015, 8:30 am - 12:00 pm – Finalize concepts*

*July 16, 2015, 12:00 pm - 3:00 pm – Prepare for City Council Presentation*

*July 16, 2015, 4:00 pm – Present concepts to City Council*

Staff has been conducting stakeholder interviews with residents and users of city properties in the Lower Park Avenue Area. In addition, a community workshop attended by 35 community members was held on May 19 to collect additional information for the Design Studio. Staff is currently working on the briefing book for the Design Studio and the community panel presentation for its kick-off on July 13.

### **Other City-Owned Property**

At its April 23, 2015 meeting, Council asked staff to consider how it can more quickly ramp up its housing program. Staff has focused this past month in looking for innovative development opportunities for city-owned properties. At the same time we began seeking new opportunity for land acquisition, as well as new approaches to community-based development.

On April 2, 2015, Council provided direction to staff to conduct a massing study for housing on a second and third floor of the Brew Pub Lot, above a Swede Alley-level parking structure and above some type of Main Street-level first floor use. The purpose of this massing study is to determine the number of affordable, attainable or market rate housing units would be possible in a second and third story.

Council also encouraged staff to seek ways to deliver housing as expeditiously as possible. To that end staff reviewed several city-owned parcels for housing development potential

### 664 Woodside Avenue

Commonly referred to as the Bertinelli property, this is a historic, single family house acquired by the Main Street Redevelopment Authority in 2006. Prior Council direction was to dispose of the property with proceeds directed to the other projects in the Main Street Redevelopment Area. After a lengthy process the sale was eventually cancelled. At that time the market had dropped significantly and the recommendation was to stabilize the housing and wait until the market improved before considering disposition.

Given Council's desire to create new housing as quickly as possible, staff has identified this as one construction project that we could move forward with this year. If Council is interested in pursuing this option, staff will proceed with bidding the scope of work and return to Council for authorization to proceed. Possible uses for the renovated home could include:

- maintaining the house for temporary municipal housing, as the current municipal housing is normally filled to capacity;
- maintain the house as an affordable or market-rate rental unit; or
- Resell the home at an affordable, attainable or market rate price.

Alternatively, Council could direct staff to sell the property in which case staff will order a new appraisal. The most recent appraisal was conducted in August 2013 and in its present condition appraised for \$440,000.

Steve Brown, a development consultant to the City, would be available manage the historic rehabilitation of this property.

### City Parking Lots

Following the April 23, 2015 Council meeting, staff took preliminary looks at other city-owned property and recommends that Council consider city's parking lots and structures as potential sites to construct housing above the existing surface lots.

At this time staff is not recommending proceeding with development on any of these sites, but is seeking Council direction on its **(1) level of interest in evaluating each site and/or (2) the order of priority** before proceeding with further geotechnical work and engineering work to understand the unique challenges of each lot. Once we understand the hurdles and potential costs, the next step should Council wish to proceed further would be proceeding to an Request for Proposals for concept studies and a community input process on the following sites:

- Flagpole Lot (Heber and Swede Alley)
- Sandridge Lots
- China Bridge (Old/New)
- Mawhinney Lot and adjacent land (if Council is interested in this site it can be included in the July Lower Park Avenue design studio)

**Land Acquisition and/or Disposition**

**Neighborhood Preservation Pilot Program**

### **Blue Ribbon Commission on Housing**

**Staff is requesting Council consideration of the creation of a Blue Ribbon Commission on Affordable Housing.** The Blue Ribbon Commission on Housing will tap into the tremendous knowledge and creativity in our community to reframe how we look at the issues of housing in the context of community, economy and environment.

The Blue Ribbon Commission would also help to move the needle forward in the community by identifying opportunities for land acquisition as well as to develop long range strategies. In the early 1990s a housing commission came up with several tools that were implemented and yielded great success including the creation of Mountainlands Community Housing, the first city housing resolution, financial assistance in exchange for limiting rents on properties and the city's affordable housing bonus density options.

As we move forward with a consultant on the regulatory side, staff believes as citizen commission, drawing on the success of the Soils Commission and the Mayor and Council Compensation Commission, can be of great assistance in looking at this issue with new eyes and fresh approaches and building broader support and understanding in the community. Similar to the Blue Ribbon Commission on Mayor and Council

Compensation Commission process, staff would create an application process to seat a diverse panel. If Council concurs with staff's recommendation, we will return on June 25 with a proposed charter, goals and term.

**Department Review:**

This report has been reviewed by Sustainability, Legal and the City Manager.

**Approve:** Council could (1) direct staff to perform initial feasibility for creating affordable housing above existing city-owned parking lots, and (2) direct staff to create a Blue Ribbon Commission on Housing to advance the housing goals. *Staff recommends Council direct staff to proceed with both items.*

**Deny:** Council could direct staff not to proceed with (1) initial feasibility on city-owned parking lots and/or (2) the creation of a Blue Ribbon Commission on Housing. The impact of not proceeding with initial feasibility on lots parking will be the removal of these sites from consideration. The impact of not proceeding with the Blue Ribbon Commission at this time may limit the range of options for addressing housing needs.

**Continue:** Council could ask staff to return with further information on one or both of these requests. Depending on the time frame this could impact the overall program time frame.

**Do Nothing:** This will have the same impact as denying the request for one or both of the items.

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination (Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment (Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities (Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?	+ Balance between tourism and local quality of life	+ Reduced municipal, business and community carbon footprints	+ Residents live and work locally	+ Streamlined and flexible operating processes
Assessment of Overall Impact on Council Priority ( <i>Quality of Life Impact</i> )	Very Positive 	Positive 	Very Positive 	Positive 
<b>Comments:</b>				

**Summary Recommendations:**

Staff is requesting Council discussion on the affordable housing updates and strategies outlined in this report. Specifically staff is requesting direction on staff’s recommendations to ***(1) evaluate the feasibility of creating affordable housing above existing city-owned parking lots, and (2) create a Blue Ribbon Commission on Housing***

**Funding Source:** Activities proposed in this report have existing fund sources.



## MANAGER'S REPORT – 6/4/2015

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**Submitted by:** Matt Dias  
**Subject:** Daly-West Mine Shaft & Head Frame

As directed by City Council, staff has continued to work with officials from the Jordanelle Special Services District (JSSD) on various matters relating to the remediation of the Daly-West mine shaft cave-in and preservation of the historic head frame. Several informative meetings have taken place, including:

- Staff has met with various stakeholders, including representatives from JSSD; the State's Division of Oil, Mining, and Gas; Park City Museum & Historical Society; Utah State History; Deer Valley and the Montage Hotel. In addition, staff has met with several industry and technical experts in the fields of mining, structural engineering, and construction.
- On May 21, 2015, Council Member Dick Peek and staff attended JSSD's monthly board meeting. The Board indicated that they have procured Clark Martinez and Company, a local mining and construction contractor with experience here in Park City and around the State, to begin the process of site remediation and preservation of the head frame.
  - Though very informal and subject to change, the initial plan is to remove the head frame by way of hoist and set aside for structural evaluation and assessment.
  - Mine shaft and mine site remediation plans include a capping/closure/plug methodology at the bedrock level yet still allow for ventilation in the Judge and Ontario tunnels.
- On May 27, 2015, Martinez and Company met with the City's Chief Building Official, Historic Preservation Planner, Water Engineer, and Assistant Manager. Staff provided in-depth information regarding our regulatory authority over the mine and the historic head frame, such as the City's [Mine Hazard Ordinance](http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=241) [<http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=241>](http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=241) and the head frame's designation as "significant" on the City's Historic Sites Inventory, which requires that it not be demolished without a Certificate of Appropriateness for Demolition.
- On Monday, May 29, 2015, staff is meeting again with JSSD officials and Martinez and Company to further discussions about the property and remediation efforts.

Moving forward, staff anticipates receiving preliminary remediation plans from Martinez and Company as soon as June/July 2015. Staff will continue to keep City Council apprised of any progress, meetings with other stakeholders, and/or City regulatory measures such as permits issued and/or plan approvals.

**Respectfully:**

Matt Dias, Assistant City Manager



## MANAGER'S REPORT – 6/4/2015

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**Submitted by:** Anya Grahn  
**Subject:** Update on Historic Mine Sites and General Historic Preservation Efforts

In 2009, in conjunction with the new Historic District Guidelines and new Historic Sites Inventory (HSI), Park City designated twelve (12) mine sites to the HSI as significant. Most of these sites were not within the city limits until the annexation of Park City Mountain Resort in 2007. These sites contain a multitude of structures from small fire hose shacks to hoisting works and head frames to expansive mill buildings. Years of abandoned use and deferred maintenance prior to their listing on the HSI left most of the structures as threatened at the time of designation and their condition has only escalated in the rate of decay since. Clearly without proactive steps, we are at risk of losing these structures. Since 2009 staff has identified numerous structures left off of the HSI that staff now recommends for listing(see bullet below).

These mine sites are connected to a spaghetti framework of underground shafts. The erosion and subsurface instability, which are not regulated under the preservation ordinance, will further affect these sites in manners of which we will not be able to foresee or review. The soil issues at the opening of the Daly-West mine shaft that resulted in the fall of the Daly-West Head Frame in early May reminds us of outside influences beyond our control, as the Daly-West Head Frame was one of our structures still in good condition.

Since our work session with City Council last fall, staff has:

- Collaborated with the Park City Museum to finance vegetation removal around the Silver King aerial tramway towers last summer. This work prevented tree roots from uplifting concrete and stone foundations as well as vegetation threatening the structure of the tramway towers.
- Worked with the Park City Museum to identify all mine sites and structures, including those not listed on the HSI. Staff led a conditions assessment survey with Building, Planning, and Engineering staff in July 2014.
- Determined that the California Comstock is located outside of City limits which define any regulatory control the City would have. California Comstock is within the City's annexation boundary, however.
- Vail/PCMR: As outlined in the Flagstaff Annexation Agreement, enforced, by inclusion of Conditions of Approval, Vail's modified Master Planned Development and amended Development Agreement requiring responsibility of the mine sites on the resort property. This includes:
  - Identifying historically significant structures within the PCMR Development Agreement Property by October 1, 2015
  - Completing an inventory of historically significant structures and the

preservation and restoration plan for such structures, as located within the PCMR Development Agreement Property

- Staff review and approval of the preservation and restoration plan
  - Presentation to the Planning Commission no later than March 25, 2016, to report on the prioritization, progress, and work completed to date
  - Dedicate and/or secure preservation easements to the City for the historically significant structures (or reasonably equivalent long-term rights satisfactory to the City if easements are unavailable)
  - Contribute a total of \$50,000 by October 1, 2015, towards the preservation of the prioritized historically significant structures as approved by the Planning Department
  - Proposal of a five (5) year capital fundraising plan dedicated towards restoration/stabilization of the historically significant structures.
- 
- Pre-scheduled a site visit of Vail's structures for Council, Boards, Commission and public prior to next ski season
  - Identified legal concerns for the City as the mine sites are located on privately owned property, most notably United Park City Mines (UPCM), Talisker, and Vail.
  - Developed a long-term relationship with the State Preservation Office and State Archaeologist for continued guidance and support on preserving the mine sites.
  - Contributed to Utah's "Historic Preservation and Archeology Month" on May 18<sup>th</sup> by co-hosting an event with High West Distillery. The theme of the event was, "Keeping Park City, Park City" and presenters shed light on the need to preserve the mine sites
  - Refining and streamlining City processes for mine structure stabilization (in process) as a sub-category of Historic District Design Review (HDDR)
  - Working with the Historic Preservation Board and City Council to adopt a policy for the Historic District Grant Program. Staff is working to identify ways to invest in projects that have the most impact on the community and help those financially unable to do repair work.
  - Exposed the condition of the mine sites and encouraged viewers not to loot or trespass in a Channel 2 News segment aired on May 18<sup>th</sup>, 2015.
  - Working with the Park City Museum & Historical Society to research financing options to preserve the Daly-West Head Frame.
  - Collaborating with Professor Emeritus Tom Carter to bring the Vernacular Architecture Forum conference to Park City in June 2017. This conference attracts archeologists, architects, engineers, preservationists, and folklorists. Staff hopes to share the history of Park City with conference attendees with a visit to the McPolin Barn, a tour to the Judge, Alliance, and Silver King mine sites, as well as a visit to Deer Valley during the one-day trip to Park City.
  - Staff presentation at the Utah Heritage Foundation's preservation conference on Park City's efforts and challenges to preserve mine sites. Event included networking with other federal agencies to learn about standards for closing mine shafts and preserving extant structures.

**Staff will return to City Council on June 25, 2015, for a full work session to further discuss these efforts and to ensure alignment with Council's priorities.**

**Respectfully:**

Anya Grahn, Planner II



## City Council Staff Report

**Subject:** City Manager's Recommended Budget  
**Authors:** Kory Kersavage, Jed Briggs, Nate Rockwood  
**Department:** Budget, Debt, & Grants  
**Date:** June 4, 2015  
**Type of Item:** Informational/Legislative

**Executive Summary:** Staff recommends a number of changes to the fee schedule, CEMP and Budget Policies. Direction from City Council should be given on these recommendations, so that the CEMP can be adopted on June 4<sup>th</sup> and the fee schedule and Budget policies can be adopted on June 18<sup>th</sup>.

### **Summary Recommendations:**

Staff recommends City Council have a discussion on the City Manager's Recommended Budget and provide direction concerning changes to the City Fee Schedule, Budget Policies, and Council and Statutory Officer Compensation. Staff also recommends to review the updated Comprehensive Emergency Management Plan (CEMP) and adopt by resolution the CEMP in accordance with FEMA requirements and standards.

### **Topic/Description:**

FY 2015 Revised Budget, FY 2016 Proposed Budget

### **Background:**

#### **Acronyms**

BFO – Budgeting for Outcomes

FY- Fiscal Year

CIP – Capital Improvement Plan

RDA – Redevelopment Authority

ACA - Affordable Care Act

FIAR - Financial Impact Assessment Report

URS – Utah Retirement System

CEMP – Comprehensive Emergency Management Plan

P&P - Personnel Policies and Procedures

LOS – Level of Service

CEMP – Comprehensive Emergency Management Plan

HSPD – Homeland Security Presidential Directive

NIMS – National Incident Management System

ICS – Incident Management System

EMG – Emergency Management Group

FEMA – Federal Emergency Management Agency

PA – Public Assistance

EMPG – Emergency Management Program Grants

EPM – Emergency Program Manager

EOC – Emergency Operations Center

UC – Unified Command

AC – Area Command

IC- Incident Command

EM – Emergency Manager

NRP – National Response Framework

PCFD – Park City Fire District

HIVA/EAP – Hazard Identification & Vulnerability Analysis/Emergency Action Plan

UDEM – Utah Division of Emergency Management

**Background:**

This budget season will be the second year of the budget biennium. Between now and June we will be working on adjusting the FY 2015 Budget as well as developing the FY 2016 Budget.

The City Manager Recommended Budget is constructed drawing upon Council input and direction received during the Council Retreat in January/February, as well as Council input received during work sessions and study sessions throughout the year. During a Council work session (Feb. 26), Council was presented with the Financial Impact Assessment Report (FIAR) projection of the City's expenditures and revenues over the next ten years. In essence, the FY16 budget has to fit within the confines of the FIAR's projected expenditure increases (based off of a 10-year historical analysis of an average annual increase of Park City's expenditures), approved by Council. The funding level recommendation has to account for what could be considered "inflationary" increases like Pay Plan, health insurance, and retirement as well as more discretionary increases like Affordable Care Act (ACA) provisions, departmental requests, CIP enhancement, etc.

Below are the City's Long-Term Budget Strategies for crafting the City Manager Recommended Budget:

1. Budget draws upon Council input from Council Retreat and FIAR projections as a guide
  - Priority-driven operating budget based upon Council's goals, objectives, and desired outcomes
2. Two-year budget process with fewer budget requests coming in the "off-year" (the "off-year" is FY16 in this particular biennium budget)
  - Second-year budget requests that will be considered are ones that
    - i. will come with revenue offsets;
    - ii. are accompanied by expense reductions, or that;
    - iii. are required by law; or
    - iv. are necessitated by market/environment changes that happened since the last budget adoption (since the adoption of the FY15 budget, in this case)
3. Budget committees' recommendations will be considered
  - Committees include Results Team as well as CIP, Pay Plan, Benefit, and Fleet committees and any other ad hoc committees needed for unique circumstances
  - Results Team will make recommendations by considering BFO score, manager's bid request, established need, available resources, and performance measures



The timelines and process for the budget hearings is detailed below:

Feb 26 – FIAR presentation, monthly budget report, budget kickoff (Biennial Strategic Plans update).

May 4 - Staff delivered the City Manager Recommended Budget (Tentative or Proposed Budget) to City Council. Discussion/action is slated for these dates as follows, barring changes as needed:

May 7 – Presentation of the Tentative Budget, Budget Overview & Timeline, Update of Financial Impact Assessment Report (FIAR), and Benefits (pay plan, URS-Retirement, Health Insurance). Presentation and adoption of the Tentative Budget.

May 14 – CIP Budget presented.

May 28 – Operating Expenditures - Biennial Strategic Plan Team Presentations.

June 4 –City Fee Presentation, Council Compensation, Budget Policies, Adopt CEMP update by resolution

June 18 – Presentation & Adoption of Final Budget (if no property tax increase), Adoption of Provisional Budget (if property tax will be increased), Budget Policies, City Fee Resolution, and Council Compensation adoption.

## **Analysis:**

### **City Service Fees (changes to the Fee Schedule)**

The following departments are making changes to the Fee Schedule:

- Water Department
- Finance Department
- City Recreation/Cemetery/Fields
- Library
- Ice
- Special Events/Police

### **Water Department**

The Water Fee Schedule has been updated to reflect the creation of a pumping based surcharge. This surcharge provides the Water Enterprise fund with the needed revenue to meet future obligations such as the Mine Influenced Water treatment obligations under the Clean Water Act as well as current Water Supply, Water Quality, and Asset Management programs. The pumping based surcharge is in place of an across the board rate increase. The Water Fee Schedule also includes an update to the fire hydrant deposit amounts to reflect the actual cost of replacement for two different fire hydrant meters. Finally, some changes are shown to section 2.2 Monthly Water

Metered Services Fee Schedule. These changes are to correct a scrivener's error, and do not reflect an increase.

### **Finance Department**

Sometime back in 2009 the business license fee schedule for liquor licensing was replaced with "See attached" and nothing has been attached to the current schedule. There are also many license fees that were not included in the fee schedule, but were in our Municipal Code. The changes shown are to remove the "see attached" and include all of the license fees from the Municipal Code into the Fee Schedule.

### **City Recreation/Fields/Cemetery**

The Recreation Department has had an increase in requests to reserve the sand volleyball courts in City Park for events and private volleyball camps & clinics. There has never been a fee for this as historically all the courts have been first come first served. The fees are based on staff time required to administer the reservations and looking at other comparable city facilities that we reserve. Staff anticipates only reserving the two courts on the north end of the park and leaving the ones by the recreation building for league & open play. The cost will be \$30 Resident/\$45 Non-Resident per hour for one court, or \$120 Resident/\$180 Non-Resident per day for one court. Two courts can be rented for \$200 Resident/\$288 Non-Resident per day. All other changes to City Recreation, Fields or Cemetery fees in the fee schedule are fees that were approved by council last year, but for some reason were not added to the current fee schedule.

### **Library Facilities and Gathering Rooms**

The Park City Library Building will now offer eight-teen (18) spaces for use or rental to the general public with major renovations and upgrades to the spaces. These spaces include: meeting rooms (3), conference rooms (2), Sante Auditorium (1), community room (1), kitchen (1), patio (1), entry hall (1), study rooms (8). The fees are based on local and regional research including: Park City, Summit County, Salt Lake City, Vail, Aspen, Sante Fe, Sun Valley and Jackson Hole. Staff time required for making reservations was also taken into account when considering and establishing fees.

Staff anticipates the use and rental of these spaces will be in high demand on a regular basis for both community and private functions based on requests that staff receives daily. Costs will be based on type of activity being held in the Facilities and Rooms. Previously, costs for Facilities or Rooms inside the Library Building were based on the number of people using the space, residential status, and on the type of organization offering the activity (for profit and non-profit). Staff has discussed changing the costs for use to be based on the type of use of the space, and has identified 4 groups to base cost from as follows:

#### **Second Floor Rooms: Library Facility Use and Rental**

- Group 1: Activities which are free, open to the public, and educational/informational.
- Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or events.
- Group 3: Activities which are closed to the public such as private receptions, conferences or parties, and/or which may promote or solicit business, sponsorship, membership or donations.

Group 4: Activities which are outside of Library operating hours.

First and Third Floor Rooms: Gathering Room Use and Rental

Group 1: Activities which are free, open to the public, and educational/informational.

Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or events.

Group 3: Activities which are closed to the public such as private receptions, conferences or parties, and/or which may promote or solicit business, sponsorship, membership or donations.

Group 4: Activities which are outside of Library operating hours.

Location	Room	Occ.	Group 1	Group 2	Group 3	Group 4
Library 1 <sup>st</sup> Floor	Entry Hall	43	\$150/Hour	\$150/Hour	\$300/Hour	\$300/Hour
Library 1 <sup>st</sup> Floor	Entry Hall Patio	90	\$200/Hour	\$200/Hour	\$400/Hour	\$400/Hour
Library 1 <sup>st</sup> Floor	Public Meeting Room 101	34	Free	\$25/Hour	\$50/Hour	\$50/Hour
Library 2 <sup>nd</sup> Floor	Study Rooms 1 - 8	3 - 6	Free	Unavailable	Unavailable	Unavailable
Library 2 <sup>nd</sup> Floor	Meeting Room 201	34	Free	\$25/Hour	\$25/Hour	\$50/Hour
Library 2 <sup>nd</sup> Floor	North Conference Room	12	Free	\$20/Hour	\$20/Hour	\$40/Hour
Library 2 <sup>nd</sup> Floor	South Conference Room	12	Free	\$20/Hour	\$20/Hour	Unavailable
Library 3 <sup>rd</sup> Floor	Public Meeting Room 301	34	Free	\$25/Hour	\$50/Hour	\$50/Hour
Library 3 <sup>rd</sup> Floor	Jim Santy Auditorium	516	Free	\$95/Hour	\$200/Hour	\$200/Hour
Library 3 <sup>rd</sup> Floor	Community Room	85	Free for two (2) hours, \$25/Hour	\$75/Hour	\$150/Hour	\$150/Hour

Library 3 <sup>rd</sup> Floor	Kitchen	10	Free	\$30	\$40	\$40
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**Miner’s Hospital**

The Miners Hospital is a unique, historic facility in Park City. The space offers 4 different levels of possible meeting or event space, or the possibility of reserving or using the entire facility. Staff anticipates the use and rental of these spaces will be in high demand for both community and private functions based on daily requests they receive for the space. The fees are based on local and regional research including: Park City, Summit County, Salt Lake City, Vail, Aspen, Sante Fe, Sun Valley and Jackson Hole. Staff time required for making reservations was also taken into account when considering and establishing fees. Previously costs were based on the residential status of the User. Staff has discussed changing the costs for the use to be based on the type of use of the space, and has identified 4 groups to base the cost from as follows:

- Group 1: Activities which are free, open to the public, or educational/informational.
- Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or other promotional events.
- Group 3: Activities which are closed to the public such as private receptions, conferences or parties.
- Group 4: Activities which are held between the hours of 6:00 p.m. and 8:00 a.m.

Location	Group 1	Group 2	Group 3	Group 4
Miners Hospital 1 <sup>st</sup> Floor	Free	\$18/Hour	\$23/Hour	\$30/Hour
Miners Hospital 2 <sup>nd</sup> Floor	Free	\$18/Hour	\$23/Hour	\$30/Hour
Miners Hospital 3 <sup>rd</sup> Floor	Free	\$15/Hour	\$20/Hour	\$25/Hour
Miners Hospital Basement	Free	\$15/Hour	\$20/Hour	\$25/Hour

**Ice**

The Fee Schedule state in section 9.4 “The City will pursue frequent small increases as opposed to infrequent large ones.” And “The City Manager will have the authority to annually increase fees up to \$.50 or 10%, whichever is greater. Any requested increase over that amount will require Council action.” In accordance with this policy the Ice

Arena is increasing a number of fees by as much as \$0.50 or 10% as reflected in the Redlined Fee Schedule. The fee increases that are more than \$0.50 or 10% are listed below.

Increases that exceed the greater of either \$.50 or 10%:

- Freestyle- adult
  - Increased from \$8.25 (res) and \$13.50 (non-res) to \$10.50 (res) and \$14 (non-res) to be consistent with the hockey fee schedule for adults.
- Curling Equipment
  - This FY the rate was \$20 per hour per lane. Increasing to \$25 per hour per lane as more groups are renting ice and requesting fewer lanes be prepared. We also believe there is the market demand for this increase.
- Broomball Equipment
  - The fee was \$30 per hour and included brooms and balls. We are increasing the rate to \$50 per hour and expanding the equipment to include a set of 20 shin guards, gloves and elbow pads, three pieces of required equipment for broomball rentals. Helmets are also required, but not included in the rental fee as we do not have a supply to outfit a rental group. We do have some complimentary helmets available but will ask rentals to provide their own helmets.
- Skate Mounting
  - This fee was \$10 per blade and we are adjusting the rate to apply to a pair since blades are seldom mounted separately. We are increasing the rate by \$5 to reflect additional training required to mount blades with varying brands of boots and to encourage patrons to purchase custom skates through the rink. Mounting is a service which is complimentary for skates purchased through the rink.

New fees have been created for:

- Birthday party- not in fee schedule before
- School rate- not in fee schedule before
- Locker rentals- not in fee schedule before
- Season Passes for Figure Skaters- not in fee schedule before
- Skate Sharpening punch passes- not in fee schedule before
- Competitive figure skate sharpening- new product
- Drop- in Hockey- goalie punch card- not in fee schedule before
- Skate oven- new service available
- Hockey equipment rental (not associated with program registration)- new product we are offering

The current product (figure skate sharpening) is being split into two products which will differentiate between recreational and competitive skate sharpens. Skate sharpening for competitive figure skates takes more staff time than recreational sharpen. Also reflected in the higher fee, is the cost for additional training and specialized tools needed to improve sharpening for competitive figure skates.

### **Special Events/Police**

The fee for a Police Officer has been \$85 regardless of when that Officer has had to work. A new fee alongside the \$85 fee is recommended for when a Police Officer works

on a holiday; this fee is recommended to be \$165 in order to cover the time and a half that the Police Officer gets paid on a holiday.

### **Special Meetings Fee**

A special meeting fee has been included in the fee schedule. This fee is for \$257, and is comprised of the cost of Council Compensation for a half hour meeting, as well as compensation for the staff required for the meeting and staff preparation time for the meeting. This fee would be assessed when a Council meeting is called for, outside of the normal council meeting times. This may occur related to the consideration of type 2 convention sales licenses and liquor licenses. The fees would be charged to the applicant.

### **Council and Statutory Officer Compensation**

It is recommended that Council adopt an increase of 2% for Council and Statutory Officer Compensation. The result of the 2% increase in compensation is reflected in the following Council and Statutory Officer positions below:

	<u>FY 2015-2016</u>
Mayor	\$3,633.75 per month/ \$43,605.00 per year
City Council	\$1,877.07 per month/ \$22,524.84 per year
City Manager	\$101,558 - \$151,058 per year
City Attorney	\$95,412 - \$141,928 per year
City Treasurer	\$80,157 - \$119,268 per year
City Engineer	\$80,157 - \$119,268 per year
City Recorder	\$37,998 - \$56,635 per year

Due to changes in health insurance deductibles, the City has proposed, in a previous staff report, that we increase pay for benefitted employees by either \$125 or \$200 for this upcoming fiscal year. If approved, we have recommended a one-time payment for either amount, depending on enrollment in either a single or family health insurance plan, the first week of July. For fiscal year 2017 we will increase all employees pay, regardless of coverage level, by \$200 per year.

This increase to the annual deductible will affect everyone enrolled in health insurance no matter which plan they participate in, including those council members who are eligible. A similar increase in pay is recommended for Council compensation, as they are equally affected. This can be delivered in one of two ways:

1. A check cut for either \$125 or \$200 in July with all other City staff, depending on which health insurance plan they would be eligible for, either single or family.
2. An increase of \$200 per year to council compensation.

### **Comprehensive Emergency Management Plan (CEMP)**

The City Council adopted a new Comprehensive Emergency Management Plan (CEMP) for the City in August of 2007 and has re-adopted an updated and revised

CEMP in June of each year since. The Emergency Management Group (EMG) and the City Manager made amendments to the CEMP during the 2015 fiscal year. Resolution 15-14 requires all amendments to the CEMP to be ratified by the City Council within one year. Further, the City's CEMP must be readopted annually to meet the National Incident Management System (NIMS) and Federal Emergency Management Administration (FEMA) compliance requirements.

Without formal adoption of a CEMP, the City is not eligible for certain federal grants and federal disaster Public Assistance (PA) reimbursements. Further, NIMS compliance is becoming a requirement for other federal assistance and grants. State assistance to municipalities is also available with approved emergency management plans, training, an Emergency Manager and CEMP adoption. Park City continues to receive FEMA/State Emergency Management Performance Grants (EMPG) because we have an Emergency Manager and have met the state and federal NIMS requirements. We will continue to apply for available EMPG grants as they become available.

In addition to the basic plan, seventeen (17) Appendices lay out the details of Mitigation, Preparedness, Response and Recovery. The basic CEMP is before you for review (*Attachment B*) and adoption meeting the State/Federal NIMS requirements.

The following amendments have been made since the June 5, 2014 adoption.

<b>Nature of the Change</b>	<b>Page Affected</b>
Update Public Works Director title	Page 14
Updated HIVA/EAP Risk Sectors	Appendix C
Combined HIVA/EAP Risks per EMG direction and updated Priority List	Appendix C
Added HIVA/EAP for Cyber Incidents and added to Priority List	Appendix C
Updated Risk Maps & Populations	Appendix C
Updated department responsibilities	Page 23, 26, 26, 28, 29
Updated UDEM name	Page 13
Updated training matrix and guidelines	Appendix E
Minor spelling and grammar changes	Throughout
Updated Contents of Appendix I	Appendix I
Updated Alternate EOC locations	Page 21

The various appendices are not included with the CEMP to save on paper (jointly they exceed 800 pages), but are available to the Council for review. Some appendices are protected documents under UCA - 63-2-304 and UCA 62-2-106 due to personnel and security contents. The Council will be periodically updated on amendments to the plan made by the Emergency Management Group (EMG), as outlined in the CEMP, as necessary.

## **Budget Policies**

### **Policies & Objectives – Adjustments**

The Policies and Objectives section is intended to provide staff with formal procedures which provide consistency to the public and compliance with State and Federal regulations and protect the City's best interest. This section is constantly examined in order to find the clearest and most user friendly way to present the information while maintaining transparency with the city's citizens. The following are adjustments to the policies and objectives:

**Chapter 1 – Budget Policy, Part I – Budget Organization, A.:** The first series of adjustments were done to the Chapter 1 Budget Policy. This was done to better integrate the BFO process into the policy.

- **Chapter 1 – Budget Policy, Part I – Budget Organization, A., 1.** This adjustment was done to show that Council's goals, objectives, and desired outcomes are what shape the creation of the City's Budget.
- **Chapter 1 – Budget Policy, Part I – Budget Organization, A., 7.:** The purpose of this addition is to show that the recommendations of the Budget Committees are considered and are a valued portion of the budget process.
- **Chapter 1 – Budget Policy, Part I – Budget Organization, D., 2.:** The adjustment to this portion of the budget policy was done with the purpose of clarifying what type of budget requests would be considered during year- two of the multi-year budget format. Acceptable budget requests are as following: they come with revenue offset, are accompanied by expense reduction, are required by law, or are necessitated by market/environment changes that happened since the last budget adoption.
- **Chapter 1 – Budget Policy, Part I – Budget Organization, G.:** This portion was added to the budget policy to show that any general fund surplus should be used for capital projects.

**Chapter 1 – Budget Policy, Part II – Economic Development Grant Policy:** The city increased its annual contribution from \$20,000 to \$50,000. Grant awards are not to exceed \$20,000 for any individual business.

- **Chapter 1 – Budget Policy, Part II – Economic Development Grant Policy, B.:** This policy adjustment was done to clarify which funds allocate the \$50,000 for the ED Grant (Lower Park RDA \$20,000, General Fund \$20,000, Main Street RDA \$10,000).

**Chapter 1 – Budget Policy, Part IV – Operating Contingency Accounts:** The changes to Part IV – Operating Contingency Accounts were adjusted to include emergencies and disasters.

- **Chapter 1 – Budget Policy, Part IV – Operating Contingency Accounts, B.,1.:** This addition defines the ability for City Council to exceed the emergency contingency budget, in order to react to an emergency situation.
- **Chapter 1 – Budget Policy, Part IV – Operating Contingency Accounts, B., 2.:** This portion of the policy was added to specify the authorization limits of the Emergency Manager, Police Chief, Finance Manager, and City Manager.

**Chapter 5 – Contracts & Purchasing Policy, Part II, C. General Policy:** The changes in C. General Policy, were made to clarify the policies to avoid confusion.

- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 11.,a.:** This adjustment was made to clear up that if the cumulative total of a contract exceeds \$25,000, it requires the approval of Council.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 11.,d.:** This adjustment was designed to clarify that, changes to a previously council approved contract require council's approval again if the contract exceeds certain thresholds.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 11.,d.iii.:** This addition to the existing policy further explains that any contract that goes over budget by the lesser of 20% of the contract total or by \$25,000 for contracts \$250,000 or less, or by going over by 10% for contracts exceeding \$250,000 must return to council for approval.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 12.a.,ii.:** Park City's Best Practices in Procurement for updated thresholds, is no longer in use by the city and thus removed from this policy.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 12.,b.,i.:** Public work projects over the amount specified by state code must go through the formal bidding process. The additional comment to this section, gives the specific amount for FY 2015 of \$176,559.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 12.,b.,ii.:** Park City's Best Practices in Procurement for updated thresholds, is no longer in use by the city and thus removed from this policy.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, C. General Policy, 15.:** This addition informs the reader that, all RFPs must be advertised on the Park City website.

**Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, D. Exceptions, 4.:** Certain contracts for goods and services shall be exempt from bidding provisions. Currently purchases from companies that are approved to participate in Utah State Division of Purchasing and General Services agreements and contracts and under \$100,000 are not subject to competitive bidding requirements. We recommend that there be no limit on contract amount, thus the under \$100,000 be removed from the policy.

**Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, E. General Rules:** This series of adjustments were made to clarify the General Rules pertaining to contracts and the bidding process.

- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, E. General Rules, 3.:** Park City's Best Practices in Procurement for updated thresholds, is no longer in use by the city and thus removed from this policy.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, E. General Rules, 4.:** Three adjustments were made to this portion of the policy. Minor public improvements, less than the amount specified by state code, the local bidder preference will apply. Major public improvements, greater than or equal to the amount specified by state code, the local bidder preference does not apply. Park City's Best Practices in Procurement for updated thresholds, is no longer in use by the city and thus removed from this policy.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, E. General Rules, 5.:** Park City's Best Practices in Procurement for updated thresholds, is no longer in use by the city and thus removed from this policy.
- **Chapter 5 – Contracts & Purchasing Policy, Part II – Contracting and Purchasing Policy, E. General Rules, 6.:** This is a new recommended section to the General Rules segment. The portion defines the policy for ongoing contracts. Ongoing service contract renewals will not last more than a five-year span. Following the conclusion of a five-year term, contracts exceeding a total of \$25,000 will again undergo a formal documented evaluation process.

**Department Review:**

This report has been reviewed by the Budget, Legal, and City Manager departments.

**Alternatives:**

**A. City Council should do the following:**

1. **Adopt the Park City Comprehensive Emergency Management Plan (CEMP) by resolution**
2. **Give Direction to Staff regarding the Park City Fee Schedule by resolution**
3. **Give Direction to Staff regarding the Council Compensation Ordinance**
4. **Give Direction to Staff regarding the Budget Policies revisions**

**5. Give Direction to Staff regarding Desired Changes to the Budget to be made before Final Adoption**

**B. Continue the Item:** The Final Budget needs to be adopted on June 18. Any direction on changes to be made to the budget needs to be given by June 18, so that the budget can be adopted per State code.

**C. Do Nothing:** Same as alternative B

**D. Modify:** Council could give staff direction to modify Policies and Procedures, Fee Schedule, Council Compensation or the Recommended Budget.

**E. Deny:** The recommendations and revisions will not go into effect and may result in noncompliance with federal and/or state regulations, which will diminish the City's ability to provide direction and/or enforce employee policies and procedures.

**Significant Impacts:**

The City's budget must be balanced. Staff recommends that Council provide policy direction on budget issues. Any unresolved issues should be discussed by June 4 so that the Final Budget can be prepared for adoption on June 18.

If Policies and Procedures are not adopted, the recommendations and revisions will not go into effect and may result in noncompliance with federal and/or state regulations, which will diminish the City's ability to provide direction and/or enforce employee policies and procedures.

Failure to adopt the CEMP jeopardizes the City's ability to receive State and Federal grant and disaster reimbursement funds. Pending 2015 EMPG grants and other Federal grants would be in jeopardy.

If a City Fee Schedule is not adopted, there will be confusion as to what fees to charge. This could negatively impact a department's ability to function smoothly. This could also cause potential impacts to the City's revenue.

**Recommendation:**

The City Council should follow the budget presentation schedule described above and provide direction as necessary.

Adopt the resolution approving recommendations and revisions to the CEMP.

**Attachments:**

**A – Excerpts showing changes to Fees Schedule**

**B – Comprehensive Emergency Management Plan**

**C – Resolution Adopting the CEMP**

**D – Budget Policies**

**E – FTE Count by Dept Including Contract Employees (provided as requested by Council on May 28th)**



**Attachment A**

**PARK CITY FEE SCHEDULE (REVISED JUNE 4, 2015) RESOLUTION 28-14**

**SECTION 1. CONSTRUCTION AND DEVELOPMENT RELATED FEES**

**1.1 PLANNING FEES**

**1.1.1 Plat/Subdivision \***

Plat Amendment	\$900 per application
Subdivision	\$290 per lot/parcel
Administrative lot line adjustment	\$300 per application
Extension of Approval	\$330 per application

**Condominium**

Condominium or timeshare conversion	\$450 per unit
Record of Survey	\$450 per unit
Amendment to Record of Survey	\$100 per unit affected
Extension of Approval	\$330 per application

**1.1.2 Master Planned Development (MPD) Process \***

Pre-Master Planned Development	\$1,200
<i>Application includes one formal staff review and Planning Commission review of compliance with General Plan that includes a public hearing. If applicant files for formal Master Planned Development the \$1,200 will apply toward the application fee.</i>	
Master Planned Development	\$560 per unit equivalent
Modification to an MPD	\$330 per unit equivalent

**1.1.3 Conditional Use Permit (CUP) \***

Planning Commission Review	\$1,140 per application
Steep Slope Review	\$1,330 per application
Administrative Staff Review	\$330 per application
Extension or Modification	\$330 per application

**1.1.4 Zone Changes \***

\$1,650

**1.1.5 Board of Adjustment \***

Variance	\$940 per application
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**1.1.6 Architectural and Design Review**

**Historic District/Site**

New residential construction <1000 sf	\$200 per application
New residential construction >=1000 sf	\$750 per application
Commercial review	\$200 per unit equivalent for the first 10 units \$15/ue after

**Non-Historic District/Site**

New Residential - SF/Duplex	\$200 per application
Multi-Family/Commercial	\$100 per unit equivalent up to 10 units then \$15/ue after
Residential Additions	\$100 per application

Commercial Additions	\$100 per unit equivalent up to 10 units then \$15/ue after
1.1.7 <u>Historic Review</u> *	
Historic Design Review (no increase in existing area)	\$210
Historic Design Review (increase in existing area)	\$1030
Determination of Significance	\$350
Certificate of Appropriateness for Demolition	\$300
1.1.8 <u>Land Management Code Review</u> *	\$2,000 per application
1.1.9 <u>General Plan Amendment</u> *	\$2,000 per application
1.1.10 <u>Sign Review</u>	
Master Sign Plan Review	\$320
Amendment to Master Sign Plan	\$120
Individual sign permit	\$120 (\$118.80) plus 1% state tax)
Sign permit under master sign plan	\$130 (\$128.70) plus 1% state tax)
Temporary Sign Permit	\$60 (\$59.40) plus 1% state tax)
1.1.11 <u>Annexation</u> *	\$5,850
Annexation Fiscal Impact Analysis	\$1,550
<i>plus actual cost of City approved consultant fee</i>	
Modification to Annexation Agreement	\$4,150
1.1.12 <u>Appeals Fees</u> *	
Appeals to Board of Adjustment	\$500
Appeals to City Council	\$500
Appeals to Historic Preservation Board	\$500
Appeals to Planning Commission	\$500
1.1.13 TDR – Development Credit Determination	\$100
1.1.14 <u>Refund of Withdrawn Planning Applications</u>	
In the case of a withdrawal of an application, the associated fees shall be refunded, less the actual cost for professional services rendered by City staff.	
1.1.15 <u>Reactivation Fee</u>	
For projects that have been inactive by the applicant for more than six months a Reactivation Fee of 50% of orig. application fee will be assessed	
1.1.16 <u>Attorney or Other Professional Services</u>	
Reimbursement for actual expense incurred	

\* Projects under these classifications may be assessed the additional cost of the property posting and courtesy mailing as required by Land Management Code regulations at the time of submittal.

## 1.2 BUILDING FEES

1.2.1 Impact Fee Schedule Impact fees are now located in the Park City Municipal Code, Title 11, Chapter 13.

### 1.2.2 Building Permit

Total Valuation	Free
\$1 and up	3/4 of 1% (.75%) of the total valuation of construction as herein above described with a minimum fee of \$15.

### 1.2.3 Plan Check Fees

a. Deposit. On buildings requiring plan checks at the time of building permit application, the applicant shall pay a deposit of \$500.00 for residential buildings; and \$2,000.00 for commercial buildings. The deposit shall be credited against the plan check fee when the permit is issued. This deposit is non-refundable in the event permits are not issued.

b. Fee. Except as otherwise provided herein, the plan check fee shall be equal to sixty-five percent (65.0%) of the building permit fee for that building. The plan check fee for identical plans shall be charged at a rate of \$54.26 per hour of total Community Development staff time. As used herein, ~~identical plans~~ means building plans submitted to Park City that: (1) are substantially identical to building plans that were previously submitted to and reviewed and approved by Park City; and (2) describe a building that is: (A) located on land zoned the same as the land on which the building described in the previously approved plans is located; and (B) subject to the same geological and meteorological conditions and the same law as the building described in the previously approved plans.

### 1.2.4 Mechanical Permit Plus 1% State Surcharge

See fee table below. Building Department enters the total valuation for materials and labor for each sub-permit into the Fee Table to determine the permit fee.

Total Valuation	Fee
\$1.00 to \$500.00	\$23.50
\$500.00 to \$2000.00	\$23.50 for the first \$500.00 plus \$3.05 for each additional \$100.00, or fraction thereof, to and including \$2,000.00
\$2,001.00 to \$25,000.00	\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.00
\$25,001.00 to \$50,000.00	\$391.75 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00
\$50,001.0 to \$100,000.00	\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00
\$100,001.00 to \$500,000.00	\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00
\$500,001.00 to \$1,000,000.00	\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00

\$1,000,001.00 and up	\$5,608.75 for the first \$1,000,000.00 plus \$3.65 for each additional \$1,000.00, or fraction thereof
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### 1.2.5 Electrical Permit

See fee table below.

Total Valuation	Fee
\$1.00 to \$500.00	\$23.50
\$500.00 to \$2000.00	\$23.50 for the first \$500.00 plus \$3.05 for each additional \$100.00, or fraction thereof, to and including \$2,000.00
\$2,001.00 to \$25,000.00	\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.00
\$25,001.00 to \$50,000.00	\$391.75 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00
\$50,001.0 to \$100,000.00	\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00
\$100,001.00 to \$500,000.00	\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00
\$500,001.00 to \$1,000,000.00	\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00
\$1,000,001.00 and up	\$5,608.75 for the first \$1,000,000.00 plus \$3.65 for each additional \$1,000.00, or fraction thereof

### 1.2.6 Plumbing Permit

See fee table below.

Total Valuation	Fee
\$1.00 to \$500.00	\$23.50
\$500.00 to \$2000.00	\$23.50 for the first \$500.00 plus \$3.05 for each additional \$100.00, or fraction thereof, to and including \$2,000.00
\$2,001.00 to \$25,000.00	\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.00
\$25,001.00 to \$50,000.00	\$391.75 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00
\$50,001.0 to \$100,000.00	\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00
\$100,001.00 to \$500,000.00	\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00
\$500,001.00 to \$1,000,000.00	\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00
\$1,000,001.00 and up	\$5,608.75 for the first \$1,000,000.00 plus \$3.65 for each additional \$1,000.00, or fraction thereof

1.2.7 <u>International Fire Code Fee Issuance Fee</u>	\$20.00
In Addition:	
Aircraft Refueling Vehicles	\$30.00
Open Burning	\$10.00
Candles and Open Flames in Assembly Area	\$15.00
Compressed Gas	\$15.00
Excavations Near Flammable or Combustible	
Liquid Pipelines	\$15.00
Explosives or Blasting Agents	\$150.00
Fireworks (Displays)	\$120.00
Firework (Sales)	\$75.00
Flammable Liquids	\$15.00
Flammable or Combustible Liquid Tanks	\$130.00
Hot Work (welding)	\$15.00
Liquefied Petroleum Gases (heaters and devices up to 5 units)	\$55.00
Liquefied Petroleum Gases (heaters and devices) each additional unit	\$11.00
Liquefied Petroleum Gases on an active construction site (125+ gal)	\$130.00
Places of Assembly	\$15.00
Vehicles (liquid or gas fueled) within a building	\$130.00
Others not listed	\$15.00

Tents, air-supported structures and trailers \$.20 per square foot  
Temporary structures built to permanent standards  
will be subject to fees set forth in Section 1.2.2.  
For plans already on file and approved, the fee will be  
reduced to \$.13 per square foot

1.2.8 Grading Plan Review and Permit Fees

See fee table below.

Total Valuation	Fee
\$1.00 to \$500.00	\$23.50
\$500.00 to \$2000.00	\$23.50 for the first \$500.00 plus \$3.05 for each additional \$100.00, or fraction thereof, to and including \$2,000.00
\$2,001.00 to \$25,000.00	\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.00
\$25,001.00 to \$50,000.00	\$391.75 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00
\$50,001.0 to \$100,000.00	\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00
\$100,001.00 to \$500,000.00	\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00
\$500,001.00 to \$1,000,000.00	\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00
\$1,000,001.00 and up	\$5,608.75 for the first \$1,000,000.00 plus \$3.65 for each additional \$1,000.00, or fraction thereof

1.2.9 Soil Sample Fee

\$100

1.2.10 Demolition Permit Fee

Total Valuation	Fee
\$1.00 to \$500.00	\$23.50
\$500.00 to \$2000.00	\$23.50 for the first \$500.00 plus \$3.05 for each additional \$100.00, or fraction thereof, to and including \$2,000.00
\$2,001.00 to \$25,000.00	\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.00
\$25,001.00 to \$50,000.00	\$391.75 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00
\$50,001.0 to \$100,000.00	\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00
\$100,001.00 to \$500,000.00	\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00
\$500,001.00 to \$1,000,000.00	\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00
\$1,000,001.00 and up	\$5,608.75 for the first \$1,000,000.00 plus \$3.65 for each additional \$1,000.00, or fraction thereof

1.2.11 Flatwork Permit

Total valuation.  
 \$1 and up     ¾ of 1% (.75%) of the total valuation of construction as herein above described with a minimum fee of \$15. Flatwork permits are subject to Plan Check fees as described above.

1.2.12 Other Inspections and Fees

Inspections outside normal business hours*	\$150 per hour (minimum charge 2 hours)
Re-inspection fee	\$75 per hour (minimum charge 1 hour)
Additional inspection services*	\$75 per hour (minimum charge 1 hour)
For use of outside consultants for plan reviews, inspections or both	Actual cost**

\* Or the total hourly cost to the City, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employee involved. These services will be offered based on inspector availability.

\*\* Actual Cost includes administrative and overhead costs.

**1.3 ENGINEERING FEES**

1.3.1 Construction Inspection Fees. Prior to receiving a building permit, a notice to proceed or plat approval, developers shall pay a fee equal to six percent (6%) of the estimated construction cost as determined by the City Engineer. In projects with private street systems that limit city inspection requirements to water, drainage, and other improvements, but not to streets, the inspection fee shall be four percent (4%) of the estimated construction cost of the improvements to be inspected as determined by the City Engineer. The city, upon notice to the developer, may charge the developer a fee of \$75 per man-hour to recoup costs to the city above the fee

charged. The city may also charge \$75 per man-hour for re-inspections of work previously rejected.

1.3.2 Permit to Work in Public Right-of-Way

\$200 fee plus \$2,000 letter of credit or cashier's check plus proof of insurance

**1.4 ADMINISTRATIVE CODE ENFORCEMENT (ACE) FEES**

1.4.1 Civil Fee Schedule

Daily Violation Fee	\$100 per day
Re-inspection Fee	\$75

**SECTION 2. WATER FEES**

**2.1 WATER IMPACT FEES.** Water Impact Fees are located in the Park City Municipal Code, Title 11, Section 13.

**2.2 MONTHLY WATER METERED SERVICES FEE SCHEDULE:**

2.2.1 Base Rates (For all water billed on or after July 1, 2015~~2~~).

Individually Metered Residential (single-family, condo, townhouse)

<u>Meter size</u>	<u>Monthly Base/ Demand Charge</u>	<u>Meter Price</u>
5/8 x 3/4"	<del>\$44.0739.35</del>	<del>\$699.13624.22</del>
1"	<del>\$59.4953.12</del>	<del>\$806.53717.44</del>
1-1/2"	<del>\$70.5562.99</del>	<del>\$1143.184020.70</del>

Other than Individually metered Residential (Multi-Family, Commercial, Irrigation)

<u>Meter Size</u>	<u>Monthly Base/ Demand Charge</u>	<u>Meter Price</u>
3/4"	<del>\$57.2954.15</del>	<del>\$699.13624.22</del>
1"	<del>\$96.9486.55</del>	<del>\$803.53717.44</del>
1 – 1/2"	<del>\$207.08184.89</del>	<del>\$1143.184020.70</del>
2"	<del>\$431.84385.57</del>	<del>\$2022.054805.40</del>
3"	<del>\$1123.754003.35</del>	<del>\$2392.102435.80</del>
4"	<del>\$2040.324821.71</del>	<del>\$4168.333721.72</del>
6"	<del>\$3846.103434.02</del>	<del>\$6485.095790.26</del>
8"	<del>\$6623.315943.67</del>	<del>\$9740.198696.60</del>
Construction Meter	<del>\$256.11228.67</del>	
Indigent Rate*	<del>\$3.493.12</del>	

\*Indigent Rate includes 10,000 gallons. Water consumption greater than 10,000 gallons is charged per the normal block structure presented in paragraph 2.2.3.

2.2.2 Water Consumption Rates. All water delivered through each meter, excepting commercial meters, between November 1 and May 31 of each year shall be charged at the rate

of \$7.72 per thousand gallons. All water delivered through commercial meters shall be charged per Paragraph 2.2.3 year-round.

2.2.3 Water Conservation Rates (For all water billed on or after July 1<sup>st</sup>, 201542). All water delivered through each meter serving single family residential, multi-family residential, commercial and landscape irrigation customers per month between June 1 and October 31 of each year shall be billed at the following rates:

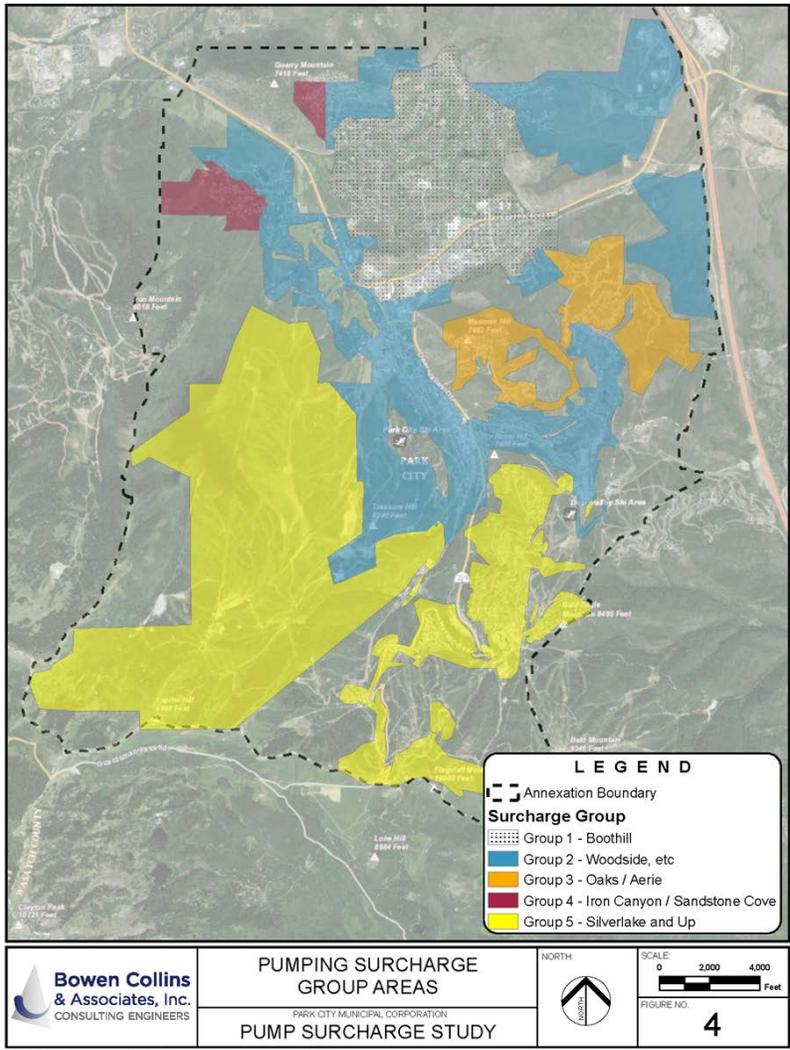
<b>Type</b>	<b>Block 1 \$5.49 per 1,000 gals</b>	<b>Block 2 \$8.80 per 1,000 gals</b>	<b>Block 3 \$14.30 per 1,000 gals</b>	<b>Block 4 \$22.03 per 1,000 gals</b>
Single Family	0-5,000	5,001 - 30,000	30,001 - 80,000	Over 80,000
Multi-Family				
3/4"	0-10,000	10,001-36,000	36,001-80,000	Over 80,000
1"	0-17,000	17,001-57,000	57,001-120,000	Over 120,000
1.5"	0-30,000	30,001-100,000	100,001- 200,000	Over 200,000
2"	0-48,000	48,001-160,000	160,001- 320,000	Over 320,000
3"	0-96,000	96,001-320,000	320,001- 640,000	Over 640,000
4"	0-150,000	150,001-500,000	500,001- 1,000,000	Over 1,000,000
6"	0-180,000	180,001-600,000	600,001- 1,200,000	Over 1,200,000
Irrigation				
3/4"		0-56,000	Over 56,000	
1"		0-90,000	Over 90,000	
1.5"		0-185,000	Over 185,000	
2"		0-300,000	Over 300,000	
3"		0-600,000	Over 600,000	
4"		0-935,000	Over 935,000	
6"		0-1,865,000	Over 1,865,000	
Commercial Year round		<b>\$7.72 per 1,000 gals</b>	<b>\$11.95 per 1,000 gals</b>	
3/4"		0-150,000	Over 150,000	
1"		0-300,000	Over 300,000	
1.5"		0-500,000	Over 500,000	
2"		0-750,000	Over 750,000	
3"		0-1,200,000	Over 1,200,000	
4"		0-1,700,000	Over 1,700,000	
6"		0-1,700,000	Over 1,700,000	

All users except construction between November & May	\$7.72 per thousand gals			
Construction Water	\$256.11 Monthly Base Chg.	\$10.15 thousand gals.		

**PUMPING SURCHARGE FEE**

**For all water billed on or after July 1, 2015**

<b>Surcharge Group No.</b>	<b>Surcharge Group</b>	<b>Pressure Zone Numbers Included in Group</b>	<b>Cost (\$/kgal)</b>
1	Boothill	29	\$0.00
2	Woodside, etc	8,10,17,18,19,20,21,22, 23,24,25,26,27,42,48,49,30,32	\$0.52
3	Oaks / Aerie	11,12,13,14,15,16	\$1.17
4	Iron Canyon / Sandstone Cove	28,31	\$1.55
5	Silver Lake and Up	1,37,2,3,4,5,6,7, 34,38,39,40,41	\$2.25



**2.3 WATER VIOLATION PENALTIES**

\$150.00	first violation
200.00	second violation
400.00	third violation
500.00	fourth violation
750.00	for the fifth violation and for each subsequent violation within that calendar year.

**2.4 WATER SERVICE REINSTATEMENT FEE**

\$100

**2.5 WATER METER TESTING FEE**

\$100 per test

**2.6 WATER LABOR RATE**

50 per Hour (rounded up to the nearest half hour)

<b>2.7</b>	<b>WATER PARTS &amp; SUPPLIES RATE</b>	Cost + 15% stocking fee
<b>2.8</b>	<b>FIRE HYDRANT METER DEPOSIT FEE</b>	
	2 Inch Meter	<del>\$1,950.00</del> \$1,050
	¾ Inch Meter	\$500
	Fire hydrant wrench deposit fee	\$50
	Metro Radio	<del>\$200</del> 400
<b>2.9</b>	<b>RENTER DEPOSIT</b>	\$50
<b>2.10</b>	<b>NON-MAILED SHUT-OFF NOTICE FEE</b>	\$75

**SECTION 3. SPECIAL MEETINGS FEES**

<b>3.1</b>	<b>SPECIAL COUNCIL MEETING</b>	<b>\$257</b>
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**SECTION 3. BEER AND LIQUOR LICENSE**

~~See attached Beer and Liquor license fees adopted and incorporated herein by this reference.~~

**SECTION 4. PEDDLERS AND SOLICITORS BUSINESS LICENSING**

~~4.1 **Solicitors Licensing Fee.** \$75.00 annually for each person licensed as a solicitor, except that any business which has already paid its solicitation fee of \$75.00 shall pay \$10.00 annually for every additional solicitor.~~

PARK CITY BUSINESS LICENSE FEE SCHEDULE									
	Transit Service Enhancement Fee		Festival Facilitation, Service Enhancement Fee		Enhanced Enforcement Fee		Administrative Fee		
	Rate	Unit of Measure	Rate	Unit of Measure	Rate	Unit of Measure	Rate Renewals	Rate New/ Inspections	Unit of Measure
Ski Resort	\$0.26	Skier Day	\$0.01	Skier Day	-	-	\$22.00	\$149.00	License
Lodging	\$19.25	Per Bedroom	\$9.49	Per Bedroom	-	-	\$17.00	\$149.00	License
Restaurant	\$0.23	Per Sq. Ft.	\$0.10	Per Sq. Ft.	-	-	\$22.00	\$149.00	License

Outdoor Dining	\$0.06	Per Sq. Ft.	\$0.03	Per Sq. Ft.	-	-	\$22.00	\$149.00	License
Retail	\$0.23	Per Sq. Ft.	\$0.10	Per Sq. Ft.	-	-	\$22.00	\$149.00	License
Large Retail (>12,000 sq. ft.)	\$0.16	Per Sq. Ft.	\$0.07	Per Sq. Ft.	-	-	\$22.00	\$149.00	License
Office, Service, Other	\$0.21	Per Sq. Ft.	\$0.01	Per Sq. Ft.	-	-	\$22.00	\$149.00	License
Warehouse	\$0.06	Per Sq. Ft.	\$0.00	Per Sq. Ft.	-	-	\$22.00	\$149.00	License
Resort and Amusement	\$1.04	Per User	\$0.05	Per User	-	-	\$22.00	\$149.00	License
For-Hire Vehicles	\$37.50	Per Vehicle	\$1.75	Per Vehicle	\$45.58	Per Vehicle	\$71.83	\$71.83	License
Other Commercial Vehicles and Trailers	\$7.50	Per Vehicle	\$0.29	Per Vehicle	-	-	\$22.00	\$149.00	License
Employee Based	\$3.75	Per Employee	\$0.15	Per Employee	-	-	\$22.00	\$149.00	License
Commercial Vending, Game and Laundry Machines	\$18.75	Per Machine	\$0.73	Per Machine	-	-	\$22.00	\$149.00	License
Escort Services	\$3.75	Per Employee	\$0.15	Per Employee	\$46.19	Per Employee	\$22.00	\$149.00	License

**4.2.1. Type 1 Convention Sales and Hospitality Licenses.** \$149.00 plus 5% of the regular Park City business license fee for a business of that type, with the square footage based on the square footage of the meeting or convention facility (or portion thereof) rented or used by the licensee for his sales location site at the convention site. A fee of \$149.00 will be charged for each additional vendor or business listed on an umbrella application

**4.2.2 Type 2 Convention Sales and Hospitality Licenses** (effective during the Sundance Film Festival). The fee shall be \$372.00 plus 5% of the regular Park city business license fee for a business of that type, with the square footage based on the square footage of the meeting or convention facility (or portion thereof) rented or used by the licensee for his sales location site at 10 the convention site. A fee of \$372.00 will be charged for each additional vendor or business on an umbrella application.

**4.3 Beer and Liquor Licensing Fee.** \$100 per license

**4.4 Solicitors Licensing Fee.** \$75.00 annually for each person licensed as a solicitor, except that any business which has already paid its solicitation fee of \$75.00 shall pay \$10.00 annually for every additional solicitor.

**4.25 Street Musicians.** \$5.00 per day for no more than 10 days

~~**4.3 Convention Sales.**~~

~~4.3.1. Type 1 Convention Sales and Hospitality Licenses. \$149.00 plus 5% of the regular Park City business license fee for a business of that type, with the square footage based on the square footage of the meeting or convention facility (or portion thereof) rented or used by the licensee for his sales location site at the convention site. A fee of \$149.00 will be charged for each additional vendor or business listed on an umbrella application~~

~~4.3.1 Type 2 Convention Sales and Hospitality Licenses (effective during the Sundance Film Festival). The fee shall be \$372.00 plus 5% of the regular Park city business license fee for a business of that type, with the square footage based on the square footage of the meeting or convention facility (or portion thereof) rented or used by the licensee for his sales location site at the convention site. A fee of \$372.00 will b charged for each additional vendor or business on an umbrella application.~~

**4.6 Outdoor Sales**

\$ 5.00 In addition to the regularly issued business license for that business.

\$4.00 In addition to the regularly issued business license for that business if business is a member of merchant's association organizing the outdoor sale.

\$50.00 Seasonal plants, Christmas trees or landscaping materials for a maximum period of 8 weeks per year.

**SECTION 5. MISCELLANEOUS LAW ENFORCEMENT FEES.**

**5.1 Alarm Monitoring Fees**

\$100.00 Cash deposit to be posted at time of installing each alarm system within the Park City limits.

- \$ - 0 - First response within 6 months, no fee deducted from \$100.00 bond.
- \$25.00 Second response to premise within 6 months, and for each subsequent response to said premise. [\$25 deducted from bond].

**5.2 Direct Access Alarms**

- \$100.00 Per alarm connected through a direct access device, and not per alarm company, for the initial installation of the alarm.
- \$50.00 Per year, per alarm for subsequent years or parts thereof.

**5.3 Dispatching Fee**

- \$100.00 Per month for each private agency being dispatched from the City Communication Center.

**5.4 Vehicle Impound Fee**

- \$20.00 Per vehicle, per impound (also see Section 7.7).

**5.5 Contract Law Enforcement Services**

- ~~\$45~~ — Per hour, per officer
- Police Officer (per employee, per hour - four hour minimum) \$75.00
- Holiday (per employee, per hour - four hour minimum) \$165.00

**SECTION 6. GRAMMA (Government Records Access and Management Act) FEES.**

- 6.1 Copies.** Copies made at a city facility: \$.10 per page. Double-sided copies shall be charged as two pages.
- 6.2 Copies from outside copiers.** The city reserves the right to send the documents out to be copied and the requestor shall pay the actual cost to copy the documents, including any fee charged for pick-up and delivery of the documents.
- 6.3 Copies retrieved from Utah State Archives or other storage facility.** In addition to the copy fee, the requestor must pay actual cost for staff time and mileage (computed using the current official federal standard mileage rate).
- 6.4 Compiling Documents in a form other than that normally maintained by the City, pursuant to U.C.A. 63G-2-203 (2008).** In the event the City compiles a record in a form other than that normally maintained by the City, the actual costs under this section may include the following:
  - (a)(i) the cost of staff time for compiling, formatting, manipulating, packaging, summarizing, or tailoring the record either into an organization or media to meet the person's request;
  - (ii) the cost of staff time for search, retrieval, and other direct administrative costs for complying with a request; and
  - (iii) in the case of fees for a record that is the result of computer output other than word processing, the actual incremental cost of providing the electronic services and products together with a reasonable portion of the costs associated with formatting or interfacing the information for particular users, and the administrative costs as set forth in Subsections (i) and (ii).

(b) An hourly charge under this section may not exceed the salary of the lowest paid employee who, in the discretion of the custodian of records, has the necessary skill and training to perform the request.

(c) Notwithstanding Subsections (a) and (b), no charge may be made for the first quarter hour of staff time.

**6.5 Fee Waiver for Public Benefit.** The City may fulfill a record request without charge if it determines that: releasing the record primarily benefits the public rather than a person; the individual requesting the record is the subject of the record, or an individual specified in U.C.A. Subsection 63G-2-202(1) or (2); or the requester's legal rights are directly implicated by the information in the record, and the requester is impecunious.

## **SECTION 7. PARKING, METER RATES, VIOLATIONS, TOWING, AND IMPOUND FEES**

**7.1 Fines for meter violations** are as follows:

First violation per registered owner(s): No fine or late fees. Vehicle license plate and/or VIN numbers will be logged into the system and a courtesy card issued to welcome to Main Street and educate user on the pay-and-display meter system.

Second thru Fifth (2<sup>nd</sup> - 5<sup>th</sup>) violation per registered owner(s):  
\$20 from the date of violation until fourteen (14) days following the violation, escalating to:

\$40 after 14 days;  
\$60 after 30 days;  
\$80 after 60 days

More than five (>5) violations per registered owner(s):  
\$40 from the date of violation until fourteen (14) days following the violation, escalating to:

\$60 after 14 days  
\$80 after 30 days  
\$100 after 60 days

**7.2 Fines for mobility disabled space violations** are as follows:

\$150 from the date of violation until fourteen (14) days following the violation, escalating to:

\$170 after 14 days;  
\$190 after 30 days;  
\$210 after 60 days

**7.3 Fines for special event parking violations.** When enacted by the City Manager under Section 7.7, the fines for special event parking violations are as follows:

A. Egregious violations (i.e., obstructing traffic on Main Street or along bus routes) or mobility disabled space violations. \$150 from the date of violation until fourteen (14) days following the violation, escalating to:

\$170 after 14 days;

\$190 after 30 days;  
\$210 after 60 days

B. Fines for all other special event parking violations. \$75 from the date of the violation until fourteen (14) days following the violation.

\$95 after 14 days;  
\$115 after 30 days;  
\$135 after 60 days

**7.4 FINES FOR TIME LIMIT PARKING VIOLATIONS** are as follows: \$20 from the date of violation until fourteen (14) days following the violation, escalating to:

\$50 after 14 days;  
\$70 after 30 days;  
\$90 after 60 days

More than five (>5) violations in the previous three years per registered owner(s):  
\$40 from the date of violation until fourteen (14) days following the violation, escalating to:

\$60 after 14 days;  
\$80 after 30 days;  
\$100 after 60 days;

**7.5 Fines for all other parking violations** are as follows:

\$30 from the date of violation until fourteen (14) days following the violation, escalating to:

\$50 after 14 days;  
\$70 after 30 days;  
\$90 after 60 days

More than five (>5) violations per registered owner(s):  
\$50 from the date of violation until fourteen (14) days following the violation, escalating to:

\$70 after 14 days;  
\$90 after 30 days;  
\$110 after 60 days;

## **7.6 Parking Permits.**

China Bridge Parking Permits – Employee Permit: A parking permit is available to Main Street employees for the China Bridge Parking for covered areas. The permit is not valid after 6:00pm on both Friday and Saturday or during major events. Alternative parking areas may be provided for these events. The cost is \$150 annually, \$100 if purchased after April 1<sup>st</sup> of each calendar year. A replacement permit can be purchased for \$100 subject to approval by the Parking Manager. Verification of employment at a Main Street business is required to purchase this permit.

Business Permit: Businesses with a Main Street area address and a valid business license are eligible to purchase a parking permit(s) valid for China Bridge and Gateway covered areas. The permit is not valid during major events. Alternative parking areas may be provided for these

events. This permit allows parking beyond the 6 hour limit not to exceed 72 hours at one time in a parking space. Cost for this permit is \$300 annually, \$200 if purchased after April 1<sup>st</sup> of each calendar year. A replacement permit can be purchased for \$200 subject to approval by the Parking Manager.

**7.7 Special Event Parking.** The City Manager may implement Special Event Parking Permit Fees, Special Event Meter Rates and/or Special Event Parking Fines for events held under a Master Festival License. The fee for these Special Event Parking Permits and Special Event Meter Rates will not exceed \$50 per day.

**7.8 Tow and Storage Fees.** Vehicles towed from City parking and stored in private lots are subject to Utah State allowed amounts as outlined in the Park City Police Department Towing Rate Schedule.

**7.9 Immobilization Fee** \$35

**7.10 Fees for Special Use of Public Parking** are as follows:

Main Street, Heber Avenue, Park Avenue (Heber to 9 <sup>th</sup> St):	Daily rate of \$16 per space
Swede Alley:	Daily rate of \$12 per space
Sandridge, South City Park, Residential Permit Zones:	Monthly rate of \$20 per space
a. Up to two spaces for vehicle parking with approved and active building permit	\$0.00
b. Vehicle Permits	\$20 per space per month
c. Dumpster or Equipment Permit	\$50 per space per month
Pay station removal for construction:	\$1,000
Application Fee:	\$20

Applications are reviewed by appropriate divisions, such as Parking Services, Transportation, Police, Building Departments, and Special Events.

**7.11 Meter rates** are as follows:

For Main Street and the Brew Pub lot: \$1.50 per hour up to a three hour limit. Metered parked hours are 11am to 11pm daily. Minimum purchase is 20 minutes with coin, parking card, and tokens. No less than one hour can be purchased with a credit card. For event rates, see Section 7.7.

**7.12 In-car meter devices:**

Free with purchase of \$50 or more of prepaid parking time. In-car meter and prepaid card parking time is available to residents at a 46.67% discount equivalent to \$0.80 per hour.

**7.13 Tokens** are available for sale as follows:

Up to 50 tokens:	\$0.50 each
50-299 tokens:	\$0.40 each (20% discount)
300 or more tokens:	\$0.35 each (35% discount)

Large purchases subject to Parking Manager approval and are limited to Main Street business license holders.

#### **7.14 Meter payment by cell phone:**

Users sign up for a free account. Meter rates in Section 7.11 apply; no less than one hour can be purchased. City pays the convenience fee charged by the service provider.

### **SECTION 8. RECREATION SERVICES AND FACILITY RENTAL FEES**

**8.1 PURPOSE AND PHILOSOPHY.** Recreation Services, the Parks Department, Miners Hospital Community Center and the Library are supported primarily by tax dollars through the City's General Fund. The Golf Course has been established as an enterprise fund and should be primarily supported by revenues other than taxes. This policy applies to Recreation Services and the Golf Course Enterprise fund.

The purpose of this section is to establish a level of operations and maintenance cost recovery for programs, activities and facilities, and direction for establishing fees and charges for the use of and/or participation in the programs, activities and facilities offered by the Recreation Services, Golf Course, Library, and Miners Hospital Community Center.

It is the intent of the City to offer its Recreation Services programs, activities and facilities to the entire community. To help offset the cost of providing these services, and since the primary beneficiaries of these services are users, it is appropriate to charge fees that are adequate to fund operation of the facility in line with other like programs.

**8.2 COST RECOVERY.** It is the intent of the City to recover roughly 70% of the operations and maintenance expenses incurred by the Recreation Department and the Recreation Center and 100% of the operations and maintenance expenses incurred by the Golf Course through sources of revenue other than taxes. The City's cost recovery plan is described in detail in the City's budget document. User fees should not be considered the only source for accomplishing this objective. Revenues may also include:

Increases in program participation.

- Fees charged for non-recreational use of facilities (conventions/special events)
- Rental income
- New programs or activities
- Private sponsorship of programs or activities
- Public agency grants or contributions.

**8.3. ESTABLISHING USER FEES.** Fees shall be set at a level which ensures program quality and meets the objectives of the City Council.

**8.3.1 Area Resident Discount** Those people whose primary residence is within the Park City School District limits; are currently paying property tax within Park City School District limits; or are holding a valid Park City business license and leasing or renting office space within Park City are entitled to receive a discount on user fees for the Recreation Center and Golf Course.

**8.3.2 Recreation Program Fees** The Recreation Department, the Recreation Center and the Golf Course offer a variety of organized programs and activities. Due to the fluctuations in the number of participants and frequent changes in circumstances, program fees are established on a program-by-program basis by dividing the number of projected participants by the estimated program costs. Fees are then published in the Recreation Services annual brochure (PLAY

Magazine). In most cases, fees will be kept commensurate with fees charged by others providing like service.

**8.3.3 Fees for Non-Recreational Activities at the Recreation Center.** The fees charged for non-recreational or special event use will be competitive with the marketplace providing the fees cover a minimum of: a) the costs involved in the production of the event; and b) recovery of lost revenue.

The Recreation Center facility is principally for recreation. Non-recreation activities usually will be charged up to fifty percent (50%) more than the minimum. No fee waivers for non-recreational or special event use will be permitted. However, the City Council may authorize the City to pay all or a portion of the fee in accordance with the master festival ordinance provisions.

**8.3.4 Fee Increases** Recommendations for fee increases may be made on an annual basis. The City will pursue frequent small increases as opposed to infrequent large ones. Staff will be required to provide an annual review and analysis of the financial posture of the Golf Course Fund along with justification for any recommended increase. When establishing fees, the City will consider rates charged by other public and private providers as well as the ability of the users to pay.

To establish and maintain the Council's objective of 70% cost recovery, the City Manager will have the authority to annually increase fees up to \$.50 or 10%, whichever is greater. Any requested increase over that amount will require Council action.

Fee increases will take place only if they are necessary to achieve the City Council's objective and maintain program quality, and only with the authorization of the City Manager or the City Council.

**8.3.5 Discounting Fees** The Recreation Services Manager may, at his or her discretion, discount fees when:

- Offering special promotions designed to increase use.
- Trying to fill non-prime time.
- Introducing new programs or activities.
- Playing conditions are below standard due to weather or facility disrepair.

**8.3.6 Fee Waivers** The City intends that no resident under 18 years old or over age 65 be denied the use of any program, activity or facility for reasons of financial hardship. The Recreation Services Manager may, at his discretion, waive all or a portion of a fee, or may arrange offsetting volunteer work for anyone demonstrating an inability to pay for services.

## **8.4. RECREATION CENTER:**

### **8.4.1 Recreation Center Fees**

Punch Card Admission. For ease of administration and convenience to users, a punch card system has been established for Recreation Center programs and activities. The purchase of a punch card may result in a savings off the regular rate.

<b>Punch Passes</b>	<b>Resident</b>	<b>Visitor</b>
Youth (3 to 17) 10 Punch	\$28	\$40
Adult 10 Punch	\$70	\$90

Senior & Military 10 Punch	\$60	\$70
<del>Tennis Lesson 10 Punch (5hrs)</del>	<del>\$275</del>	
Child Care 10 Punch (10 hrs)	\$35	

Tennis Punch Passes

<del>Tennis Lesson 10 punch 5 hours</del>	<del>\$315</del>
<del>Clinic 20 punch 1.5 hours</del>	<del>\$200</del>
<del>Monthly clinic 1.5 hours</del>	<del>\$18 per clinic</del>
<del>Clinic 10 punch 2 hours</del>	<del>\$250</del>
<del>Monthly clinic 2 hours</del>	<del>\$20 per clinic</del>

Tennis & Pickleball Court Charges

	Indoor	Hourly Court Fees Outdoor
Resident rate	\$26	\$10
Visitor rate	\$36	\$12

Other Tennis Fees

Private Lesson 1 hour	<del>\$70.00</del>	\$74
Private Lesson 1/2 hour	<del>\$38.00</del>	\$40
Semi Private Lesson 1 hour (Per person)	<del>\$74.00</del>	\$39
Group of 3 (Per person)	<del>\$78.00</del>	\$28
Group of 4 (Per person)	<del>\$82.00</del>	\$22
Clinic drop-in fee 1.5 hours	<del>\$24.00</del>	\$26
Clinic drop-in fee 2 hours	<del>\$30.00</del>	\$34
Ball Machine per hour		\$12.00
Tennis Courts Non Athletic (Daily)		\$3,000

**Daily Drop In**

	Resident	Visitor
Toddlers 2 & Under	Free	Free
Youth (3 to 17)	\$3	\$5
Adult	\$7	\$10
Senior 70+ & Military	\$6	\$7
Fitness Classes	\$9	\$12
Senior/Military Fitness Classes	\$8	\$9

Facility Passes: There are two types of facility passes one which includes all amenities except tennis and the other which includes all amenities except group fitness and tennis. Program fees are additional and are not included in pass fees.

**Individual Rate**

Term	Facility Rate	Class Add On	Total
1 Month	\$40	\$20	\$60
3 Month	\$110	\$50	\$160
6 Month	\$192	\$80	\$272
12 Month	\$345	\$144	\$489

**Senior 70+ & Military Individual Rate**

Term	Facility Rate	Class Add On	Total
1 Month	\$36	\$20	\$56
3 Month	\$99	\$50	\$149
6 Month	\$173	\$80	\$253
12 Month	\$310	\$144	\$454

**Couple Rate**

Term	Facility Rate	Class Add On	Total
1 Month	\$72	\$35	\$107
3 Month	\$216	\$90	\$306
6 Month	\$328	\$144	\$472
12 Month	\$590	\$260	\$850

**Senior 70+ & Military Couple Rate**

Term	Facility Rate	Class Add On	Total
1 Month	\$65	\$35	\$100
3 Month	\$194	\$90	\$284
6 Month	\$295	\$144	\$439
12 Month	\$531	\$260	\$791

**Tennis Passes**

Single Annual	<del>\$1,210</del>
Couple Annual	<del>\$2,150</del>
Family Annual (3 members)	<del>\$2,375</del>
Each Additional member	<del>\$225</del>

**PC MARC Tennis Passes**

Term	Single	Couple	Additional Family Member
1 Month	\$200	\$320	\$30
3 Month	\$475	\$760	\$60
6 Month	\$775	\$1,345	\$110
12 Month	\$1,210	\$2,150	\$225

**Gymnasium**

	Hourly Resident	Hourly Visitor	Daily
Full Gym	\$65	\$125	
Half Gym	\$35	\$75	
Non Athletic			\$1,400

Fitness Studios	\$65 (for profit) \$35 (non-profit)	\$125 (for profit) \$75 (non-profit)
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**Other Fees**

Visitor 10 Punch Card	\$90
1 Month Visitor Pass	\$90
<del>Family Swim Pass</del>	<del>\$247.50</del>
Child Care Per Hr	\$4
Personal Training 1 Hour	\$50
Personal Training Punch Card (12 visits)	\$500
Couple Personal Training Punch Card (12 visits)	\$699

Birthday Party	\$150
Party Room per hour	\$50

**8.5 GOLF FEES.** The Park City Municipal Golf Course is an 18 hole course and 6,743 yards in length. The fees listed below are established fees, however they may be altered for certain types of tournament play. To receive a resident discount, the recreation card (which must have a City resident designation) must be presented to the golf starter. Season passes are available only to those who possess a locals card. Playing conditions on the course may vary due to weather constraints, particularly early and late in the season. The Golf Manager may, at his discretion, discount the established fees in order to encourage use of the course when playing conditions are less than optimum.

Regular Season- Memorial Day through September  
Off-Season- Pre-Memorial Day, October and November

Resident Season Pass	\$1050
Junior Pass	\$425
Jr./Sr. Punch Pass	\$300
Corporate Pass	\$3,000
Resident 18 Hole	\$34
Resident 18 Hole with Cart	\$49
Non-Resident 18 Hole	\$47
Non-Resident 18 Hole with Cart	\$62
Resident 9 Hole	\$17.00
Resident 9 Hole with Cart	\$24.50
Non-Resident 9 Hole	\$23.50
Non-Resident 9 Hole with Cart	\$31.00
Resident Off-Season 18 Hole	\$26
Non-Resident Off-Season 18 Hole	\$30
Small Range Bucket	\$4
Large Range Bucket	\$8

**8.6. LIBRARY FEES.** The Park City Library Board routinely reviews non-resident fee options and recommends changes. Library services, which are funded by the General Fund, are provided without charge to property owners, residents, and renters within the City's boundaries. Non-resident card fees are charged to those who request borrowing privileges but live outside the City's taxing area. On September 8<sup>th</sup>, 2002, the Library Board voted to change the fee charged to some non-resident library users. **The Library also charges fines for materials that are overdue.**

Non-Resident Card Fees

Family membership	\$40.00 per year
Temporary membership (90 days)	\$20.00 plus
Students residing in Summit County (ages 5-18)	Free
Organization card - non-profit	\$45 per year

Organization card - for-profit \$55 per year  
 Interlibrary Loans \$1 charge per item

Late Fees

<u>Items</u>	<u>Fines</u>
Books, Audio Books, Maps, and Music CDs	\$0.10/day (\$5 Max)
Video and DVDs	\$0.10/day (\$5 Max)
Rapid Readers	\$1.00/day (\$10 Max)
Audiovisual Equipment	\$10.00/day
Lost or Damaged Items	Replacement cost plus a \$5.00 processing fee

Outstanding fines may be waived at the discretion of the Library Director in exchange for food, as specified in the adopted "Food for Fines" Policy (Approved 4/9/2014 Park City Library Board)

**8.7. CEMETERY FEES.** Anyone owning property, currently residing, or having resided in Park City for a period of more than ten years consecutively, is eligible to purchase cemetery property or may be buried in the Park City Cemetery. All cemetery plots will be sold on a first-come, first-served basis. The same criteria above are used for the rights to purchase a plaque space on the Memorial Walls in the Cemetery.

	<u>Resident Fees</u>	<u>Eligible Non-Resident Fees</u>
Single adult grave	\$300	\$600
Single infant grave	150	300
Opening and closing adult grave	<del>600</del> 480	<del>600</del> 480
Opening and closing infant grave	360	360
Removal of adult from one grave to another within cemetery	960	960
Removal of infant from one grave to another within cemetery	720	720
Removal of adult for interment outside cemetery	480	480
Removal of infant for interment outside cemetery	360	360
Schil for flower beds/grave	N/A	N/A
Additional charge for after hour burials including Saturdays, holidays, weekends	200	300
Interment of cremated remains	70	140
Monument grave marker maintenance	100	100
Memorial Wall plaque space	250	500

**8.7.1. Cemetery Fee Waivers.** Any or all of the fees associated with the operation of the Park City Cemetery may be waived by the Cemetery Sexton, however such consideration is focused

on persons who provided exceptional community service or residents with proven financial hardship. Grave sites, located in the "veterans section" for Park City veterans, firemen and police officers will be provided free of charge, as well as fees for cemetery services. Family members wishing to be buried in this section of the cemetery will be charged for lots and services.

**8.8. PARK PAVILLION RENTAL FEES.** It is not mandatory that a fee be paid for the use of a park pavilion. However, those persons having reserved a pavilion and paid the reservation fee shall have the exclusive use to use that pavilion over others. Reservation fees for park pavilion use are as follows:

<u>Rotary and South-End of City Park Pavilions</u>	<u>Half Day</u>	<u>Full Day</u>
Residents within Park City School District	\$ 50	\$ 85
Non-residents/commercial +\$100 refundable cleaning deposit	125+	200+

**8.9. MINERS HOSPITAL COMMUNITY CENTER FEES.** This facility is located at 1354 Park Avenue. Reservation fees for use of the Miners Hospital Community Center are as follows:

- Group 1: Activities which are free and open to the public, or educational/informational.
- Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or other promotional events.
- Group 3: Activities which are closed to the public such as private receptions, conferences or parties.
- Group 4: Activities which are held between the hours of 6:00 p.m. and 8:00 a.m.

<b>Location</b>	<b>Group 1</b>	<b>Group 2</b>	<b>Group 3</b>	<b>Group 4</b>
Miners Hospital 1 <sup>st</sup> Floor	Free	\$18/Hour	\$23/Hour	\$30/Hour
Miners Hospital 2 <sup>nd</sup> Floor	Free	\$18/Hour	\$23/Hour	\$30/Hour
Miners Hospital 3 <sup>rd</sup> Floor	Free	\$15/Hour	\$20/Hour	\$25/Hour
Miners Hospital Basement	Free	\$15/Hour	\$20/Hour	\$25/Hour

Park City/Snyderville  
 Basin Resident or ~~Non-Resident or~~

<u>Function/Use</u>	<u>Non-Profit</u>	<u>Commercial</u>
<u>Single level:</u>		
<u>Hourly:</u>		
First/additional up to 3 hours	\$25/\$16	\$42/\$25
Half day (4 hours)**	\$67	\$101
Whole day (8 hours)***	\$126	\$185
<u>Entire building:</u>		
Two hours minimum	\$101	\$185
Half day**	\$168	\$294
Whole Day (8 a.m. to 5 p.m.)**	\$210	\$336
Special events (weddings, receptions, etc.)***	\$673	\$925

~~Park City/Snyderville non-profit groups will receive 12 free rentals per year, after which time the standard rate applies.~~

Cancellation Policies for entire building reservations:

For two hour reservations, a \$25 handling fee will be charged for cancellations received less than one week prior to rental.

For half-day reservations, a \$50 handling fee will be charged for cancellations received less than two weeks prior to rental.

For whole day reservations, a \$75 handling fee will be charged for cancellations received less than two weeks prior to rental.

Notes:

~~\*Snyderville Basin and Park City residents and groups were formerly charged two separate rates. These groups have now been combined.~~

\*\*a \$50 damage/cleaning deposit is required on all whole day rentals, refundable if the facility is left in satisfactory condition; full payment of all fees is due two weeks prior to the facility rental.

\*\*\*a \$300 damage/cleaning deposit is required on all special events rentals, \$275 is refundable if the facility is left in satisfactory condition; full payment of all fees for special events is due 30 days prior to the date of the event.

~~Snyderville Basin Resident is defined as a resident or business that is located within the boundaries of the Park City School District and Park City Fire Service District.~~

~~Commercial is defined as any use of the facility wherein participants are charged fees for profit.~~

**8.10. PARK CITY LIBRARY & EDUCATION CENTER AUDITORIUM GATHERING ROOM RENTAL RATES**

Park City Library Facilities and Gathering Rooms are located at 1255 Park Avenue. The rates for the spaces are as follows.

Second Floor Rooms: Library Facility Use and Rental

- Group 1: Activities which are free, open to the public, and educational/informational.  
 Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or events.  
 Group 3: Activities which are closed to the public such as private receptions, conferences or parties, and/or which may promote or solicit business, sponsorship, membership or donations.  
 Group 4: Activities which are outside of Library operating hours.

**First and Third Floor Rooms: Gathering Room Use and Rental**

- Group 1: Activities which are free, open to the public, and educational/informational.  
 Group 2: Activities which are open for public participation but charge a fee for participation such as fundraisers, conferences or events.  
 Group 3: Activities which are closed to the public such as private receptions, conferences or parties, and/or which may promote or solicit business, sponsorship, membership or donations.  
 Group 4: Activities which are outside of Library operating hours.

Location	Room	Occ.	Group 1	Group 2	Group 3	Group 4
Library 1 <sup>st</sup> Floor	Entry Hall	43	\$150/Hour	\$150/Hour	\$300/Hour	\$300/Hour
Library 1 <sup>st</sup> Floor	Entry Hall Patio	90	\$200/Hour	\$200/Hour	\$400/Hour	\$400/Hour
Library 1 <sup>st</sup> Floor	Public Meeting Room 101	34	Free	\$25/Hour	\$50/Hour	\$50/Hour
Library 2 <sup>nd</sup> Floor	Study Rooms 1 - 8	3 - 6	Free	Unavailable	Unavailable	Unavailable
Library 2 <sup>nd</sup> Floor	Meeting Room 201	34	Free	\$25/Hour	\$25/Hour	\$50/Hour
Library 2 <sup>nd</sup> Floor	North Conference Room	12	Free	\$20/Hour	\$20/Hour	\$40/Hour
Library 2 <sup>nd</sup> Floor	South Conference Room	12	Free	\$20/Hour	\$20/Hour	Unavailable
Library 3 <sup>rd</sup> Floor	Public Meeting Room 301	34	Free	\$25/Hour	\$50/Hour	\$50/Hour

Library 3 <sup>rd</sup> Floor	Jim Santy Auditorium	516	Free	\$95/Hour	\$200/Hour	\$200/Hour
Library 3 <sup>rd</sup> Floor	Community Room	85	Free for two (2) hours, \$25/Hour	\$75/Hour	\$150/Hour	\$150/Hour
Library 3 <sup>rd</sup> Floor	Kitchen	10	Free	\$30	\$40	\$40

PA System rental per event \$100.00

Notes:

1. Advance reservations and standard lease agreement required, tenants included.
2. It is the responsibility of the User to review the *Park City Library Facility Use and Rental Policy* as well as the *Gathering Room Use and Rental Policy*.
3. Special parking arrangements may be required for events for more than 250 participants and guests.
4. All rates are subject to change without notice.
5. All deposits and fees are to be paid in advance.
6. Rental rates for auditorium equipment are calculated separately.
7. The City intends that no resident under 18 years old or over age 65 be denied the use of any program, activity or facility for reasons of financial hardship. The Library Director may, at heris discretion, waive all or a portion of a fee, or may arrange offsetting volunteer work for anyone demonstrating an inability to pay for services.

This facility is located at 1255 Park Avenue. The rates for this facility are as follows:

<u>Number of</u> <u>Refundable</u> <u>Patrons</u>	<u>5 Hours</u> <u>(or less)</u>	<u>Per Day</u>	<u>Deposit</u>
Fewer than 50	\$ 84	\$168	\$100
50 -100	126	252	150
100 - 150	252	505	300
150 - 250	420	841	500
More than 250 500	841	1,683	1,000
PA system rental per event \$99			

Notes:

1. Advance reservations and standard lease agreement required, tenants included.
2. Events without admission or fee or non-profit groups are eligible for 50% rate reduction.

3. ~~Tenants of the Park City Library and Education Center are eligible for a 50% rate reduction.~~
4. ~~Multi-day events (more than three days) are eligible for a 25% rate reduction.~~
5. ~~Special parking arrangements may be required for events for more than 250 participants and guests.~~
6. ~~All rates are subject to change without notice.~~
7. ~~All fees are to be paid in advance.~~
8. ~~Only one rate reduction may apply to any group or user (the largest allowable reduction will apply).~~
9. ~~City reserves the right to change fees, especially in the case of commercial enterprises.~~
10. ~~These rates apply to Auditorium rental only; rental rates for film equipment are calculated separately.~~

## SECTION 9. ICE ARENA AND FIELDS RENTAL FEE SCHEDULE.

9.1. Establishing User Fees. Fees shall be set at a level which ensures program quality and meets the objectives of the City Council. Area rates apply to residents of Park City, Summit County and Wasatch County. Outside rates apply to requests outside Summit and Wasatch Counties.

### Field Fees

Additional Restroom Cleaning	\$30 per clean
<del>Additional Field Prep (Softball/Baseball)</del>	<del>\$91 per field</del>
<del>Special Field Prep (Low grass Cut)</del>	<del>\$1,000 per field</del>
<del>Field Set Up (Lacrosse, Soccer, Football)</del>	<del>\$200 per field</del>
<del>Lights - PCSC &amp; City Park</del>	<del>\$20 per hour</del>

### ~~Field Prep, Bleachers, Banners & Clean Up~~

<del>Full Prep (per field, one prep)</del>	<del>\$91.15</del>
<del>Partial Prep per field, one prep, drag and line only)</del>	<del>\$60.75</del>
<del>Drag Only (per field, one prep)</del>	<del>\$30.40</del>
<del>Chalk (per bag, not incl. labor)</del>	<del>\$8.50</del>
<del>Quick Dry (per bag, not incl. labor)</del>	<del>\$14.30</del>

<u>Ice Arena Admission Fees</u>	<u>Local Area Rates</u>	<u>Outside Area Rates</u>
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Youth = 6 -17 year olds; Adult = 18 and over  
 Youth Resident Rate Honored for all Seniors and Military

Public Skate – 5 years & under	Free	Free
Public skate – youth/senior	\$6.00	\$10.00
Public skate – adult	\$6.50	\$10.50
Cheap Skate (includes skate rental)	\$6.00	\$9.50
Group Rates (20+) includes admissions & skates	<del>\$7.00</del> \$6.00	\$11.00
School Rate – includes skate rental	\$6.00	N/A
Skate rental	\$3.50	\$3.50
Drop-in hockey - youth	<del>\$8.00</del> \$7.50	<del>\$12.00</del> \$11.00
Drop-in hockey - adult	<del>\$10.50</del> \$9.00	<del>\$14.00</del> \$13.50
<del>Stick &amp; Puck – youth</del>	<del>\$7.50</del>	<del>\$11.00</del>

<del>Stick &amp; Puck - adult</del>	<del>\$10.00</del>	<del>\$13.50</del>
<del>Skills &amp; Drills - youth</del>	<del>\$10.00</del>	<del>\$13.00</del>
<del>Skills &amp; Drills - adult</del>	<del>\$12.50</del>	<del>\$15.50</del>
Coached Drop-in Hockey – adult	\$12.50	\$16.00
Coached Drop-in Hockey - youth	\$10.00	\$13.00
Drop-in Hockey – Goalie	\$5.00*	\$5.00*

\*Goalies may play for free if they do not wish to pre-pay and if space is available

Drop-in Speed Skating – youth	<del>\$8.00</del>	<del>\$12.00</del>	<del>\$14.00</del>
Drop-in Speed Skating – adult	<del>\$10.50</del>	<del>\$9.50</del>	<del>\$14.00</del>

Freestyle-Youth	<del>\$8.00</del>	<del>\$7.50</del>	\$12.00
Freestyle-Adult	<del>\$10.50</del>	<del>\$8.25</del>	<del>\$14.00</del>

Drop-in Curling	<del>\$12.50</del>	<del>\$11.50</del>	<del>\$16.00</del>	<del>\$15.00</del>
Drop-in Skating Class	<del>\$15.00</del>	<del>\$14.00</del>	<del>\$18.00</del>	<del>\$17.00</del>

Off-ice Conditioning	\$11.50	\$14.00
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10 Session Punch Cards will be sold to locals only - ~~\$0.50~~\$1 off each session or ~~\$5~~\$10 off in total.

Admission Passes (10 admissions)

Public Skate – youth/ <del>senior</del>	<del>\$55</del> \$50	N/A
Public Skate – adult	<del>\$60</del> \$55	N/A
Drop-in Hockey - youth	<del>\$70</del> \$65	N/A
Drop-in Hockey – adult	<del>\$95</del> \$90	N/A
Drop-in Hockey – goalie	\$50 (no additional discount)	
Coached Drop-in Hockey – youth	\$95	N/A
Coached Drop-in Hockey – adult	\$120	N/A
<del>Stick and Puck – youth</del>	<del>\$65</del>	<del>N/A</del>
<del>Stick and Puck – adult</del>	<del>\$90</del>	<del>N/A</del>
<del>Skills and Drills – youth</del>	<del>\$90</del>	<del>N/A</del>
<del>Skills and Drills – adult</del>	<del>\$115</del>	<del>N/A</del>
Freestyle – youth	\$70	N/A
Freestyle – adult	\$95	N/A
Drop-in Speed Skating – youth	<del>\$75</del> \$65	N/A
Drop-in Speed Skating – adult	<del>\$100</del> \$90	N/A
<del>Off-ice conditioning – 5 punch</del>	<del>\$60</del>	<del>N/A</del>
Off-ice conditioning – 10 punch	<del>\$110</del> \$105	N/A

Internet Admissions Fees (discounted \$1 fee for registering on-line). Not all programs are available for pre-purchase online. Purchases need to be completed by 9:00 pm the day prior to the scheduled program. Sessions become available for purchase around the 15<sup>th</sup> of the month for the following month. Goalie fees are not discounted for pre-purchase online.

<del>Adult</del> Drop-in Hockey - adult	<del>\$9.50</del>	<del>\$9.00</del>
<del>Youth</del> Freestyle - youth	<del>\$7.00</del>	<del>\$6.50</del>
Off-Ice	\$10.50	

Additional discount not provided on goalie punch card for sales online.

~~If a customer purchases 10 or more admissions for the same program in one transaction on-line, the price per session will be discounted an additional \$.50 per session.~~

### Hourly Ice

User Groups*/Employees	\$195 <del>\$185</del>
Locals / Businesses	\$210 <del>\$205</del>
For-profit	\$285 <del>\$265</del>

### Daily Facility Rental

The daily facility rental fee includes the use of the party rooms with the applicable hourly ice rate when eight or more hours of ice are rented in one day.

\*User Groups are defined as local, organized programs who rent weekly ice from the arena (minimum 25 hours per season).

### Figure Skating Season Passes

Platinum (FS, S&C, PS, Sharpens)	\$4,300
Gold (FS, Ballet, S&C)	\$4,150
Silver (FS)	\$3,100
<del>Bronze (Public Skate) Season Passes (11-month season)</del>	
Family (4)*	\$550 <del>\$500</del>
Additional Family Member	\$50 per person
Adult	\$260 <del>\$250</del>
Youth (6-17 year olds/Senior +55 years)	\$190 <del>\$180</del>

### Birthday Parties

Basic Package	\$150
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### Equipment (per hour)

Broomball	\$35.00 <del>\$30.00</del>
Curling ( <del>2-hour minimum</del> )	\$25/hour/lane <del>\$50.00</del>
Hockey (non-program rental)	\$10/week

### Skate Services

~~Punch cards available for overnight services only. Pre-payment is required for all skate sharpening, the punch card is product of convenience.~~

Hockey Skate Sharpening	
24 Hours	\$5.50
Immediate	\$8.50
Punch Card (10 punch)	\$55
Goalie Skate Sharpening	
24 Hours	\$6.50
Immediate	\$9.50
Punch Card (10 punch)	\$65
Figure Skate Sharpening	
24 Hours	\$7.50
Immediate	\$10.50

Punch Card (10 punch)	\$75
Competitive Figure Skate Sharpening	
24 Hours	\$10.50
Immediate	\$13.50
Punch Card (10 Punch)	\$110
Custom Radius	\$20.00
Figure Skate Sealing	\$30.00
Rivets Replacements	\$2.00 (ea.)
Blade Holder Replacements	Varies with skate and blade type
Figure Skate Blade Mounting (per <del>blade</del> pair)	<del>\$25.00</del> \$40.00

#### Room Rental

Multi-purpose Rooms	\$40/hr (ea.)
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User Groups can use the Party Room for 24 hours at no cost, but rooms must be booked in advance.

#### Locker Rental (Annual Fee)

	<u>First Floor</u>	<u>Second Floor</u>
Regular Locker	\$175	\$125
Large Locker	\$205	\$155

#### Gate Fees

The Park city Ice Arena will take 25% of any gate fees collected for an event.

#### Vendor Fees

The Park City Ice Arena will charge a flat fee of \$50/day for any food, beverage or merchandise sold. Vendors are not permitted to sell products that are sold by the Park City Ice Arena.

#### Advertising Fees and Sponsorship Fees

Dasher Board Ads	\$800-\$1600 (depending on location)
In Ice Ads \$25/sq. foot	\$2,000
Speed Skating Pad Pockets	\$150
Wall Banners	\$2,500
Glass Decals	\$400
Program Sponsorship	Varies by program
Information Screen	\$150 (per month)
Scoreboard Screen	\$150 (per month) / \$1,500 (per year)

Note: All user groups will receive a free dasher board ad on the east side to promote their activity. They can sell the ad, acknowledge their sponsors or promote their program.

9.2. Recreation Program Fees The Park City Ice Arena offers a variety of organized programs and activities. Due to the fluctuations in the number of participants and frequent changes in circumstances, program fees are established on a program-by-program basis by dividing the number of projected participants by the estimated program costs. ~~Fees are then published in the Recreation Services annual brochure. In most cases, fees will be kept commensurate with fees charged by others providing like service.~~

9.3. Fees for Non-Recreational Activities at the Ice Arena Facility The fees charged for non-recreational or special event use will be competitive with the marketplace providing the fees

cover a minimum of: a) the costs involved in the production of the event; and b) recovery of lost revenue.

The Park City Ice Arena is principally for recreation. Non-recreation activities usually will be charged up to fifty percent (50%) more than the minimum. No fee waivers for non-recreational or special event use will be permitted. However, the City Council may authorize the City to pay all or a portion of the fee in accordance with the master festival ordinance provisions.

9.4. Fee Increases Recommendations for fee increases may be made on an annual basis. The City will pursue frequent small increases as opposed to infrequent large ones. Staff will be required to provide an annual review and analysis of the financial posture of the Ice Arena Fund along with justification for any recommended increase. When establishing fees, the City will consider rates charged by other public and private providers as well as the ability of the users to pay.

The City Manager will have the authority to annually increase fees up to \$.50 or 10%, whichever is greater. Any requested increase over that amount will require Council action. Fee increases will take place only if they are necessary to achieve the City Council's objective and maintain program quality, and only with the authorization of the City Manager or the City Council.

9.5. Discounting Fees The Ice Arena Manager may discount fees when:

1. Offering special promotions designed to increase use.
2. Trying to fill non-prime time.
3. Introducing new programs or activities.
4. Playing conditions are below standard due to weather or facility disrepair.

9.6. Fee Waivers. The City intends that no resident under 18 years old or over age 65 be denied the use of any program, activity or facility for reasons of financial hardship. The Ice Arena Manager may, at heris discretion, waive all or a portion of a fee, or may arrange offsetting volunteer work for anyone demonstrating an inability to pay for services.

9.7 **Establishing Fields User Fees:** Fees shall be set at a level which ensures field quality and meets the objectives of the City Council. Resident rates apply to residents of Park City School District. Visitor rates apply to requests outside of the Park City School District Boundaries. In order to receive the resident rate a minimum of 75% of the participants must be residents of the Park City School District.

					FULL COMPLEX RATES	
	FULL DAY VISITOR	FULL DAY RESIDENT	HR/FIELD VISITOR	HR/FIELD RESIDENT	VISITOR TOTAL	RESIDENT TOTAL
PCSC Stadium SB	\$500	\$200	\$100	\$50		
PCSC Stadium SOC	\$500	\$200	\$100	\$50		
PCSC multipurpose	\$375	\$100	\$75	\$40	<b>\$1,600</b>	<b>\$1,000</b>
PCSC Sportexe	\$1,000	\$500	\$200	\$100		
PCHS BB	\$375	\$100	\$75	\$40		
PCHS SB	\$375	\$100	\$75	\$40		
PCHS LL	\$375	\$100	\$75	\$40	<b>\$800</b>	<b>\$575</b>
North 40 North	\$375	\$250	\$75	\$40		
North 40 South	\$375	\$250	\$75	\$40	<b>\$500</b>	<b>\$350</b>
City Park	\$375	\$250	\$75	\$40	<del>\$375</del>	<b>\$250</b>
PCHS Dozier	\$1,000	\$500				
TMIS	\$375	\$100	\$75	\$40	<b>\$675</b>	<b>\$450</b>
Stakeholder Fee						\$200 per team per season youth

Volleyball Court Fees (per court)

(2 courts)

Stakeholder Fee

Additional Restroom Cleaning

Additional Field Prep (Softball/Baseball)

Special Field Prep (Low grass Cut)

Field Set Up (Lacrosse, Soccer, Football)

Lights - PCSC & City Park

\$30/hr R \$45/hr NR

\$120/day R \$180/day NR

\$200/day R \$288/day NR

\$300/team/season - adult

\$30 per clean

\$75 per field

\$1,000 per field

\$200 per field

\$20 per hr

**SECTION 10. MISCELLANEOUS FEES.** The following fees are set to insure cost recovery and use fees for additional City services associated with but not limited to Master Festival, Special Event or Small Scale Community Licenses and approved filming activity.

10.1 Fee for in lieu of providing public parking \$40,000 per stall

10.2 Returned Check Charge: \$25.00

10.3	<u>News Rack Application and Permit</u>	\$50 per application \$75 per three-year permit
10.4	<u>Bleachers</u>	
	Bleacher Rental (per bleacher, per day)	\$53.00
	Bleacher Delivery and Pick Up (per event, all bleachers)	\$93.25
10.5	<u>Banner Installation</u>	
	Street Banner Installation-entire Main	\$648.70
	Street Banner Installation-every other Main	\$486.55
	Street Banner Installation-every 3rd	\$324.35
	Street banner Installation- Roundabout	\$346.65
	Street Banner Installation- Kearns	\$1,431.00
	(Includes state permit, barricades and signage, required during install and takedown)	
10.6	<u>Parks Clean Up, Labor and Equipment</u>	
	Pressure Washing (per hour, incl operator)	\$47.70
	Pavilion Cleaning	\$157.95
	Trash Removal	\$33.90
	(public property only - not provided for private property)	
	Extra Trash Cans	\$6.75
	Trash Bags	\$2.10
10.7	<u>Public Safety</u>	
	Police Officer (per employee, per hour - four hour minimum)	\$75.00
	Holiday (per employee, per hour - four hour minimum)	\$165.00
10.9	<u>Parking Reservation Fees (Parking Department)</u>	
	Application Fee	\$22.25
	Main Street, Heber Avenue, Park Avenue (Heber to 9th St)	\$20.00
	Swede Alley Parking Space (per space, per day)	\$13.25
10.10	<u>Barricades (cost per barricade)</u>	
	Crowd Control Barricades	\$5.90
	Street Barricades	\$1.40
10.11	<u>Dumpsters</u>	
	8 Yard (delivery + haul off fee)	\$210.00
	30 yard (delivery + haul off fee)	\$210.00
	Landfill fee for 30 yard dumpster (per ton)	\$23.00
10.12	<u>Streets Equipment and Materials</u>	
	<u>Equipment</u>	
	(2 hour min. - billable rate is portal to portal, cost includes operator, fuel, maintenance)	
	Large Loader (per hour, 1 staff)	\$103.20
	Small Loader (per hour, 1 staff)	\$71.95

Street Mechanical Sweeper (per hour, 1 staff)	\$150.60
Unimog with Snow Blower (per hour, 1 staff)	\$180.20
Unimog Snowplow (per hour, 1 staff)	\$88.35
Loader with Blower (per hour, 1 staff)	\$218.65
1 Ton Truck with dump (per hour, 1 staff)	\$54.15
2 Ton Truck with dump (per hour, 1 staff)	\$86.55
Bucket Truck (per hour, 2 staff)	\$117.65
Skid Steer (Cat 262 - per hour, 1 staff)	\$55.90
Add Grinder	\$7.60
Add Snow Blower	\$6.35
Backhoe (per hour, 2 staff)	\$98.75
Air Compressor (per hour, 1 staff)	\$42.00
Graffiti Truck (per hour, 1 staff)	\$75.05
Portable Electronic Sign/ message board (per day)	\$151.20

#### 10.13 Materials

Salt (per ton)	\$39.95
Road base (per ton)	\$13.50
Sand (per ton)	\$13.50
Cold Patch (per ton)	\$90.70
Hot Mix (per ton)	\$66.95

#### 10.14 Personnel (total compensation per employee, per hour, during regular business hours)

Parks Dept. (PCMC employee - Seasonal Parks III –non-benefited)	\$23.30
Streets Department (Streets III employee)	\$30.25
Special Events Department (staff)	\$42.25
Cleaning Labor – restrooms, buildings and other (contract labor)	\$28.00

#### 10.15 Application Fee (Processing and Analysis)

New Event	\$160
Reoccurring Event	\$ 80

#### 10.16 Public Parking Lot Use Rates for approved Master Festival Events:

All lot fees are for approved Master Festival licensed events only. Regular parking rates apply at all other times.

Brew Pub Lot – Upper Lot	\$240 per day
Brew Pub Lot – Lower Lot	\$105 per day
North Marsac Lot	\$ 50 per day
Swede Alley Surface Lot	\$ 50 per day
Swede Alley Wall Lot	\$ 50 per day
Flag Pole Lot	\$ 50 per day
Sandridge lot – Upper/Lower	\$ 50 per day/ per lot
Quinn’s Sports Parking Lots 1, 2, 3	\$ 50 per day/ per lot
Mawhinney Parking Lot	\$ 50 per day
Library Parking Lot – Partial Use Only	\$ 50 per day

## 10.17 Trail Use Fees

### Trail Use Fee and Deposit Schedule

ACTIVITY	NUMBERS	LOCAL NON-PROFIT	OUT OF AREA NON-PROFIT	LOCAL PROFIT	OUT OF AREA PROFIT
Mountain Biking	30-350	1% x \$150 x number of participants	2% x \$150 x number of participants	1.5% x \$150 x number of participants	3% x \$150 x number of participants
Cross Country Skiing*	30-350	.5% x \$150 x number of participants	1% x \$150 x number of participants	1% x \$150 x number of participants	1.5% x \$150 x number of participants
Triathlon*	30-350	1.5% x \$150 x number of participants	2.5% x \$150 x number of participants	2% x \$150 x number of participants	3.5% x \$150 x number of participants
Running/Walking/Snowshoe*	30-500	.5% x \$150 x number of participants	1% x \$150 x number of participants	1% x \$150 x number of participants	1.5% x \$150 x number of participants
Other (Events that may propose significant impacts to the system)	TBD	TBD	TBD	TBD	TBD

If Council approves additional participation above a capped quota of participants, add \$2/participant in addition to fees provided below.

\*All winter events that propose to use the winter trails system may be subject to a grooming fees of \$30/hr. This fee may include pre-event preparation of the trails and post event maintenance of the trails.

Attachment B



# PARK CITY MUNICIPAL CORPORATION

## COMPREHENSIVE EMERGENCY MANAGEMENT PLAN (CEMP)

**June 2015**

Re-adopted 6/4/2015

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APPENDICES (provided under separate covers)

- Appendix A. Park City Municipal Code - Emergency Management & Responsibilities
- Appendix B. State of Utah Code Annotated 1953 - Title 53 – Emergency Management Act
- Appendix C. Hazard Identification and Vulnerability Analysis Worksheets and  
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- Appendix D. Emergency Preparedness for City Facilities (Protected\*)
- Appendix E. Training, Implementation and Exercise Plan
- Appendix F. Incident Command Structure (ICS)
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- Appendix H. Resource List and Contracts
- Appendix I. Employee Contact List (Protected\*)
- Appendix J. Available FEMA Training Courses
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- Appendix M. Community Preparedness Information and Plan
- Appendix N. Acronyms and Glossary
- Appendix O. Form and Log Templates
- Appendix P. Emergency Manager (EM) Notification Procedure
- Appendix Q. Standard Operating Procedures (SOP) in Support of ESF (Protected\*)

\* Some parts or all of these appendices are Private or Protected pursuant to UCA - 63-2-304 and UCA 62-2-106



**Resolution No. -15**

**A RESOLUTION ADOPTING THE PARK CITY COMPREHENSIVE  
EMERGENCY MANAGEMENT PLAN (CEMP)**

WHEREAS, the purpose of the CEMP is to develop a comprehensive emergency management program that will provide a system to mitigate the effects of an emergency or disaster, preserve life, respond during emergencies, provide necessary assistance, and establish a recovery system, in order to return the community to its normal state of affairs; and

WHEREAS, this plan attempts to define clearly the roles and responsibilities of each department and function within the City organization by providing guidance in accomplishing the objectives of this plan with lists of guidelines, plans, assessments and resources; and

WHEREAS, on February 28, 2003, the President issued Homeland Security Presidential Directive (HSPD) - 5 *Management of Domestic Incidents*, which directs the Secretary of Homeland Security to develop and administer a National Incident Management System (NIMS) and the directive also requires Federal Departments and agencies to make adoption of the NIMS by State, Tribal and local organizations a condition for Federal preparedness assistance beginning in Federal FY 2005; and

WHEREAS, certain State and Federal disaster reimbursements require local jurisdictions to adopt and train in a CEMP, NIMS and Incident Command Systems (ICS); and

WHEREAS, certain Federal grant programs now require an adopted CEMP; and

WHEREAS, the City Manager and the Emergency Management Group (EMG) have reviewed the updated Comprehensive Emergency Management Plan with all of its attachments as periodically amended by the EMG and recommends adoption by the City Council; and

WHEREAS, the City Council deems it in the best interest of Park City Municipal Corporation to formally adopt them;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Park City, Utah as follows:

**SECTION 1. ADOPTION.** The Comprehensive Emergency Management Plan, dated June, 2015 attached hereto, along with all appendices and compendiums as periodically amended by the City Manager, are hereby adopted, to replace any and all others previously adopted. Any amendments approved by the City Manager shall be effective for not more than one year unless ratified by the City Council.

**SECTION 2. EFFECTIVE DATE.** This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 4th day of June, 2015

PARK CITY MUNICIPAL CORPORATION

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Mayor Jack Thomas

Attest:

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Marci Heil, City Recorder

Approved as to form:

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Mark Harrington, City Attorney



**Resolution No. 23-07**

**A RESOLUTION ADOPTING THE USE OF THE NATIONAL INCIDENT  
MANAGEMENT SYSTEM (NIMS)**

WHEREAS, natural and man-made disasters may occur in any part of Park City, and;

WHEREAS, Utah State Code Title 63, State Affairs in General, Chapter 5a, Disaster Response and Recovery outlines authority, and;

WHEREAS, Park City is responsible to respond to emergency incidents as well as disasters with local responders, i.e. Law Enforcement, Fire, Emergency Medical Services, Public Services, and other such departments and divisions that might be required, and;

WHEREAS, City departments may be called to respond to and/or assist in response and/or recovery from the effects of emergency incidents and disasters, and;

WHEREAS, Park City is committed to achieving a system that will provide a consistent approach for local, state and federal governments to work effectively and efficiently together to prevent, prepare for, respond to and recover from domestic emergency and disaster incidents, regardless of cause, size or complexity, and;

WHEREAS, The Homeland Security Presidential Directive (HSPD-5) requires federal departments and local jurisdictions to adopt the National Incident Management Systems (NIMS), and;

WHEREAS, in times of disaster, local and state agencies work closely with federal agencies, and;

WHEREAS, NIMS provides a consistent nationwide template for all agencies to work together to prevent, prepare for, respond to and recover from all hazards, and;

WHEREAS, as a condition for federal preparedness assistance, beginning in federal Fiscal Year 2005, local organizations are mandated by HSPD-5 to adopt NIMS as the model for incident management in times of disaster;

NOW, THEREFORE, BE IT RESOLVED that the City Council of Park City, Utah as follows:

**SECTION 1. ADOPTION.** Park City Municipal Corporation hereby adopts the National Incident Management System (NIMS) to be used by all City departments in response to all incidents and/or disasters within Park City.

**SECTION 2. EFFECTIVE DATE.** This resolution shall take effect upon adoption.

PASSED AND ADOPTED by the City Council this 9th day of August, 2007.

PARK CITY MUNICIPAL CORPORATION

*Dana Williams*

\_\_\_\_\_  
Mayor Dana Williams

Attest:

*Janet M. Scott*

\_\_\_\_\_  
Janet M. Scott, City Recorder



Approved as to form:

*Mark Harrington*

\_\_\_\_\_  
Mark Harrington, City Attorney

**Park City Municipal Corporation  
Comprehensive Emergency Management Plan  
Record of Changes**

**Pursuant to Resolution XX-15, the City Manager may approve amendments to the Comprehensive Emergency Management Plan (CEMP), which shall remain in effect for up to one year or until permanently ratified by the City Council.**

<b>Nature of Changes</b>	<b>Date of Change</b>	<b>Pages Affected</b>	<b>City Manager's Signature</b>
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**PARK CITY MUNICIPAL CORPORATION  
COMPREHENSIVE EMERGENCY MANAGEMENT PLAN (CEMP)**

## **PURPOSE**

The purpose of the Park City Comprehensive Emergency Management Plan (CEMP) is to develop a comprehensive emergency management program that will provide a system to mitigate the effects of an emergency or disaster, preserve life, respond during emergencies, provide necessary assistance, and establish a recovery system in order to return the community to its normal state of affairs.

This plan attempts to define clearly the roles and responsibilities of each department and function within the City organization by providing guidance in accomplishing the objectives of this plan with lists of guidelines, plans, assessments and resources.

## **CONCEPT & PRINCIPALS**

On February 28, 2003, the President issued Homeland Security Presidential Directive (HSPD) - 5 *Management of Domestic Incidents*, which directs the Secretary of Homeland Security to develop and administer a National Incident Management System (NIMS). This plan utilizes the tenants of NIMS, including the Incident Command System (ICS), as the basis for operations and to the level the various tenants apply to local government. In adopting this CEMP, Park City Municipal Corporation also adopts NIMS and ICS as required in HSPD-5.

It is the responsibility of Park City government to undertake comprehensive emergency management planning in order to protect life and property from the effect of an event prompted by natural or man-made occurrences. Local government has the primary responsibility of emergency management activities. When the emergency exceeds the local government's capabilities to respond, assistance will be requested from Summit County, and then the State of Utah. The Federal Government will provide assistance to the State when appropriate.

This plan is based upon the concept that the emergency functions for City departments, functions or groups will generally parallel their normal day-to-day functions. To the extent possible, the same personnel and material resources will be employed in both cases.

Day-to-day functions that do not contribute directly to the emergency response or operations may be suspended for the duration of the incident. The efforts that would normally be required for those functions will be redirected to accomplish the emergency response tasks.

A CEMP should be concerned with all types of emergency situations. It is more than an operational plan and it accounts for activities before, during and after the emergency operations. While the City has a plan as outlined herein, we realize that we may not have adequate resources to carry out all phases of the plan depending on the size and type of a specific emergency or disaster. The following are the four phases of a CEMP;

### **Phases of Emergency Management**

1. **Mitigation**: Mitigation activities are those that eliminate or reduce the probability of an occurrence. Actions accomplished before an event to prevent it from causing a disaster, or to reduce its effects if it does, save the most lives, prevent the most damage, and are the most cost effective. City departments will enforce all public safety mandates including land use management and building codes; and recommend to governing bodies legislation required to improve the

emergency readiness of the City. These activities also include long-term efforts that lessen the undesirable effects of unavoidable hazards.

2. Preparedness: Preparedness activities develop the response capabilities needed if an emergency arises. Preparedness consists of almost any pre-disaster action that is assured to improve the safety or effectiveness of disaster response. Preparedness consists of those activities that have the potential to save lives, lessen property damage, and increase individual and community control over the subsequent disaster response. Emergency/Disaster Action Plans spell out the scope of activities required for community response. Departments/agencies shall ensure that employees are trained to implement emergency and disaster procedures and instructions. Departments/agencies shall validate their level of emergency readiness through internal drills and participation in exercises selected by the Emergency Program Manager (EPM). Other government jurisdictions within and outside the city boundaries shall also participate in these exercises. Exercise results shall be documented and used in a continuous planning effort to improve the city's emergency readiness posture. In addition to the ongoing training and education of City employees and elected officials in the CEMP, local citizens and businesses shall also be educated on their responsibilities in preparing for an emergency.
3. Response: Response is the actual provision of services during the incident or crisis. These activities help reduce casualties and damage and speeds recovery from the incident. The active use of resources to address the immediate and short-term effects of an emergency or disaster constitutes the response phase and is the focus of department/agency Emergency/Disaster Action Plans. They include emergency and short-term medical care, return of vital life-support systems to minimum operating conditions, mass communications, evacuations and initial damage assessment. When any department/agency within the city receives information about a potential emergency or disaster, it will conduct an initial assessment, determine the need to alert others, and set in motion appropriate actions to reduce risk and potential impacts. Emergency response activities will be described in department/agency Emergency/Disaster Action Plans and may involve activating the Emergency Operations Center (EOC) for coordination and support of the Incident Command System (ICS). Departments/agencies will strive to provide support to warning and emergency public information, save lives and property, supply basic human needs, maintain or restore essential services, and protect vital resources and the environment.
4. Recovery: Recovery is both a short-term and long-term process. They involve detailed damage assessments, complete restoration of vital life-support systems, financial assistance, and long-term medical care. There is no definite point at which response ends and recovery begins. However, generally speaking, most recovery efforts will occur after the emergency organization is deactivated and departments/agencies have returned to pre-disaster operation, and will be integrated with day-to-day functions. The recovery period is also an opportune time to institute mitigation measures, particularly those related to the recent incident. Examples of recovery actions would be: provision of temporary housing and food, restoration of non-vital government services, and reconstruction of damaged areas.

## OBJECTIVES CONTAINED WITHIN THE CEMP

1. Defines clearly what the roles and responsibilities are of key members of City staff, City departments or functions and elected officials, in order to mitigate, prepare for, respond to and recover from the effects of any major emergency or disaster.
2. Establishes and defines roles and responsibilities within NIMS and ICS, as required by law.
3. Ensures that essential City services are maintained during an emergency or disaster.
4. Outlines the cooperative efforts between the City, the County, other governmental subdivisions and the State in response to an emergency or disaster.
5. Provides the necessary Mitigation, Preparedness, Response, Recovery, Mutual Aid, Action Plans, Hazard Identification, Risk Assessment, Emergency Support Functions, Resource Lists, Contact Lists and documents in appendices and compendiums to accomplish the activities laid out in this CEMP.

## **CHAPTER 1 – Authority**

### Emergency Authority

A compendium of existing local and state legislation pertaining to emergency management and authority are shown in Appendix A and B.

### Mayor

#### **Statutory Authority**

The Mayor, as outlined in City Code 2-2-3, shall be the chief executive of the City. He/she shall be recognized as the head of the City government for all ceremonial and legal purposes, and he/she shall execute and authenticate legal instruments requiring his/her signature as such official. Further, the Mayor has emergency powers as set out in UCA 53-2a-205. The Mayor heads the Emergency Policy Council.

#### **Proclamation of Local Emergency**

In the event of or threat of, as disaster, attack, internal disturbance, natural phenomenon, or technological hazard, the Mayor may proclaim a state of “Local Emergency” under UCA 53-2a-208.

#### **Appointment of Special Police**

Under City Code 2-4-12C, the Mayor may upon any emergency, riot, pestilence, invasion, or at any time he shall deem necessary for the peace, good order or health of the City, order the Chief of Police to appoint special policemen for a specified time.

### City Council

#### **Emergency Ordinances**

Emergency ordinances, as outlined in City Code 2-3-7C, may be enacted by City Council for the preservation of public property, health, peace or safety. Further, the City Council may authorize expenditures for an emergency in excess of the budget as outlined in UCA 10-6-129.

#### **Emergency Interim Successors**

The City Council and Mayor shall annually set out Emergency Interim Successors for Local Officers as set out in UCA 53-2a-807 (see also Continuity of Government Operations - Succession of Command).

### City Manager

#### **Statutory Authority**

The City Manager is the Chief Administrative Officer of the City as defined in City Code 2-4-1 and will administer all affairs of the City as directed in City Code 2-4-3 A through M. In the absence of the Mayor, the City Manager may proclaim a state of "Local Emergency" as provided for in City Code and UCA 53-2a-203.

#### **Administrative Authority**

The City Manager or his/her designee or successor, as Chief Administrative Officer shall administer all emergency or disaster operations as outlined in the CEMP, including but not limited to EOC Operations Commander, Unified Commander (UC), Area Commander (AC) and/or Incident Commander (IC).

### City Attorney

#### **Statutory Authority**

The City Attorney shall be the legal representative of the City and he shall advise the Mayor and Council and City officials in matters relating to their official powers and duties and perform such other duties as the Mayor and Council may prescribe by ordinance, resolution or otherwise as outlined in City Code 2-4-10 .

### Chief of Police/Fire Marshal

#### **Statutory Authority**

The Chief of Police shall direct the police department in the enforcement of all the laws of the City and all statutes of the State of Utah applicable to the City as outlined in City Code 2-

4-12, 6-3-6 and 11-9-2, including evacuation orders. The Chief of Police shall also serve as the City's Fire Marshal.

#### Emergency Program Manager

##### **Administrative Authority**

The Emergency Program Manager (EPM), also sometimes known as the Emergency Manager (EM) is hereby appointed by the City Manager to act as the City's designated manager to be involved in all areas of emergency management for the City. His or her responsibilities include; the keeping of the CEMP with all of its appendices (which must be updated annually); establishing and maintaining the City's state and federal NIMS compliance in the FEMA database; Emergency Operations Center (EOC) manager; establishes, maintains and participates in the training of all City staff in emergency preparedness and response; helps set City building preparedness and response to building specific emergencies; identifies and analyzes potential hazards to the community and the City's response; liaison to the County Emergency Manager and Region 2 of the Utah Division of Emergency Management; participates in individual incidents as a coordinator and review officer and in conjunction with the Community and Public Affairs Manager sets up citizen and business emergency preparedness programs. The EPM works with a policy and review body called the Emergency Management Group (EMG). The City Manager may reassign the responsibilities of EPM at any time with or without cause.

#### Community and Public Affairs Manager

##### **Administrative Authority**

The Community and Public Affairs Manager is hereby appointed by the City Manager to act as the City's designated Public Information Officer (PIO). The City Manager may reassign the responsibilities of the PIO at any time with or without cause.

#### Chief Building Official/Chief Fire Official

##### **Statutory Authority**

The Chief Building Official shall be responsible for the enforcement of the building codes, and all other such codes as adopted by the City and as outlined in City Code 6-1-2, 6-3-6, 11-2-2, 11-2-3 and 11-9-1. The Chief Building Official or his/her designee shall serve as the Deputy Fire Marshal.

## **CHAPTER 2 – Organization**

Departments within the City will have emergency functions in addition to their normal duties. Each department is responsible for developing and maintaining its own emergency management procedures with assistance from the Emergency Manager and in concert with the CEMP. Departments will prepare plans, forms, documents and procedures to carry out their missions as outlined in the CEMP. Specific responsibilities for some departments may be outlined within the plan and/or in the appendix sections.

#### Emergency Management Group (EMG)

An Emergency Management Group (EMG) has been established to assist in the preparation of the CEMP, make periodic reviews and amendments, provide assistance and direction to the Emergency Program Manager (EPM) and assist departments with their components and implementation of the CEMP. The EPM is Chair of this group and the Police Chief is the Vice-Chair.

The Emergency Management Group (EMG) members are:

1. City Manager – Operations Commander
2. Assistant City Manager
3. Emergency Program Manager (EPM) - Chair
4. Community and Public Affairs Manager (PIO)
5. Information Technology Director
6. Chief of Police – Vice Chair
7. City Attorney
8. Public Works Director
9. Chief Building Official
10. City Engineer
11. Outside Agency and other members (as decided by the City Manager)

The Committee will ensure that emergency policies, activities, and resources, are coordinated among the City departments. On no less than an annual basis, the EPM will hold an EMG policy review meeting; make necessary CEMP amendments and a training session for the Committee members and the elected City officials.

As well, the EPM will facilitate on at least a bi-annual basis a City wide emergency response field training exercise or table top training exercise to evaluate this plan, its components and the individual department's emergency management procedures.

#### Departmental Emergency Management

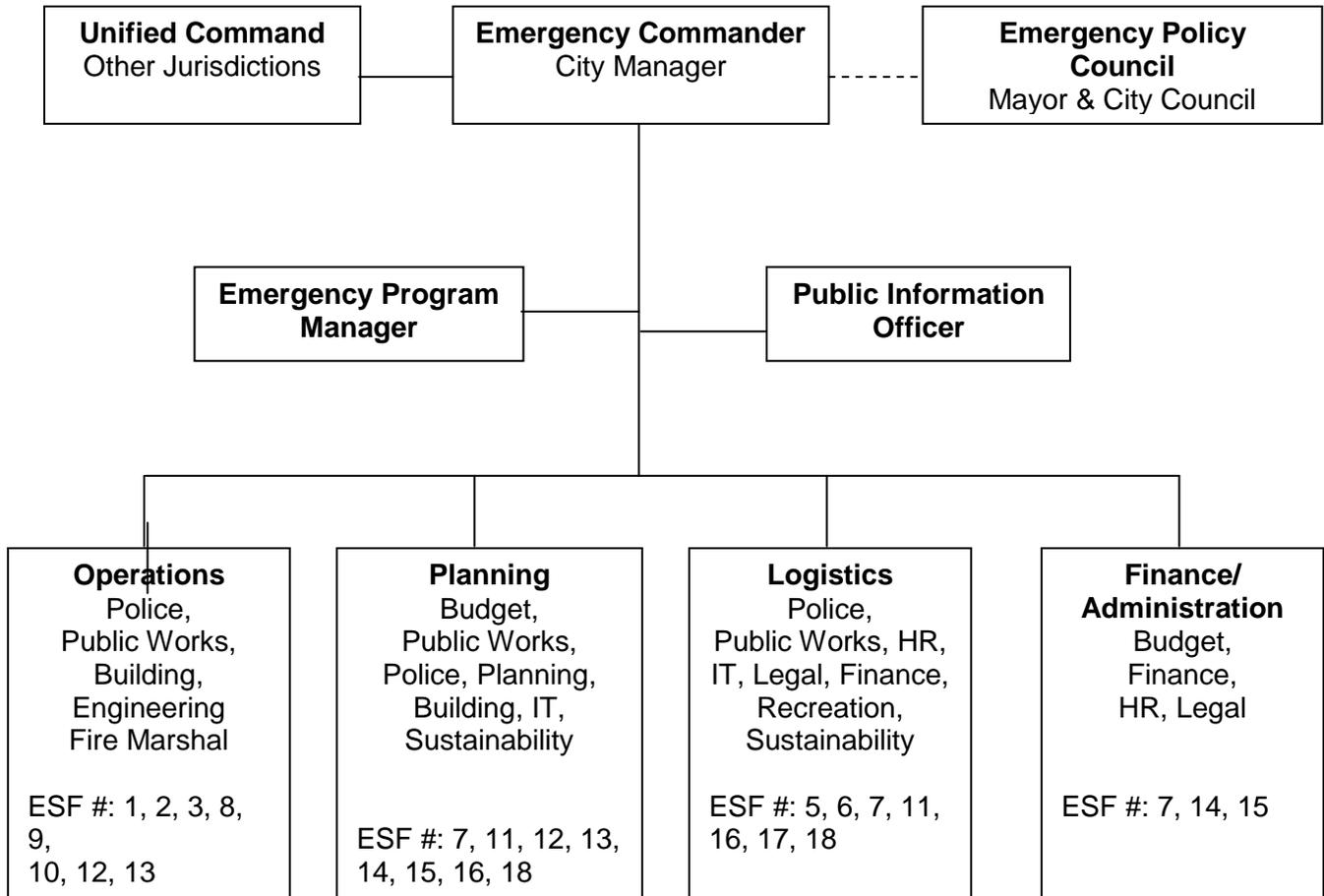
Under the direction of each City department manager or designee, each department will educate its employees on the CEMP and how it impacts their department, including individual and department roles and responsibilities, specific facility action plans and they will conduct regular training to meet the requirements of the CEMP. Further, training in the ICS will be conducted at all levels, including the need to complete tasks while under the supervision of an Incident Commander who may not be a regular supervisor. An outline of FEMA training required for various line and supervisory levels of City staff are outlined in Appendix E and F.

#### Direction and Control

The final responsibility for all emergency management belongs to the City Manager, a member of the Emergency Management Group (EMG) and Operations Commander. The EMG is responsible for all policy level recommendations and changes. The City Council shall adopt by resolution the CEMP and the federal NIMS, including all appendices and compendiums that encompass the total plan as periodically amended by the EMG. During response operations, elected official(s) will be available to, interact with constituents and forward community concerns, provide emergency policy direction, enact emergency legislation, provide for funding and provide designated public information in conjunction with the Public Information Officer (PIO) and/or other duties as agreed upon with the Operations Commander

The EPM has responsibility for coordinating the entire emergency plan and response program, and makes all routine decisions for this committee. During emergency operations, the EPM ensures that the policy and coordination of all groups are working in concerted, supportive effort to overcome the emergency.

CEMP Organizational Chart



Continuity of Government Operations

**Succession of Command**

1. The line of succession of the City Manager as the Operations Commander is to the Assistant City Manager, the Chief of Police and then to the Emergency Manager. In the event the Emergency Manager assumes the Operations Commander position, he/she will be replaced by a trained Acting Emergency Manager.

The line of succession of the City Manager for his/her position as City Manager, i.e. appointment of an Acting City Manager, is to the Assistant City Manager, the City Attorney and then the Chief of Police. An Acting City Manager may not hold

the position of Emergency Manager or Acting Emergency Manager at the same time.

2. The line of succession of each City department is according to the operating procedures established by each department and should be no less than three deep.
3. The line of succession of the Mayor is to the Mayor Pro Tempore, to the Alternate Mayor Pro Tempore and then to the most senior member of the City Council.
4. The line of succession of the City Council shall be governed by Park City Municipal Code 2-2-9. In the event a majority of Council members are unavailable or unable to fill vacancies by appointment, then emergency interim succession is pursuant to UCA 53-2a-807.

### **Preservation of Records**

1. In order to develop after-action reports, all messages and logs will be maintained and submitted to the EPM immediately after deactivating emergency operations.
2. Documentation of emergency response actions is required for the following:
  - a. Accounting/reimbursement
  - b. Response action improvement
  - c. Possible legal action

### Administrative Items

#### **Emergency Authority**

1. A compendium of existing state legislation pertaining to emergency management are shown in Appendix A and B.

#### **Mutual Aid/Automatic Aid**

1. Should local government resources prove to be inadequate during an emergency operation, requests will be made for assistance from other local jurisdictions and higher levels of government according to existing or emergency negotiated mutual aid/automatic aid agreements and memorandums of understanding entered into by duly authorized officials and will be formalized in writing whenever possible. See Appendix G.

#### **Consumer Protection**

1. Consumer complaints pertaining to alleged unfair or illegal business practices will be referred to the State Attorney General's Consumer Protection Division.

### Accounting for Resources, Costs and Losses

In an emergency, proper accounting of costs and losses is required for insurance or federal disaster assistance reimbursements. Care should be taken to include all direct and indirect costs. Park City will use accounting methods in accordance with federal guidelines. The required documentation will be forwarded to appropriate state and federal agencies.

### Incident Command System (ICS)

The Incident Command System is one of the key organizational systems of the National Incident Command System (NIMS). The ICS provides overall management at the incident site. The Incident Commander develops a management structure based on the needs of the incident. All appropriate elected officials, department heads, managers, supervisors and line personnel shall be trained in the ICS. See Appendix E and F.

### Plan Development and Maintenance

If a plan is to be effective, its contents must be known and understood by those who are responsible for its implementation. The Emergency Program Manager (EPM) and members of the Emergency Management Group (EMG) will brief appropriate public/private sector officials in emergency management operations of this plan in particular.

The plan shall be updated at least once every year. Training for all employees and elected officials shall be ongoing.

## **CHAPTER 3 – Procedures and Operations**

### Emergency Levels

During the emergency operation, a timely and well-documented system of assessing the damage that is caused or expected is crucial for determining appropriate response actions, alleviating victim suffering and hardship, managing resources effectively, and planning future hazard mitigation activities.

When carrying out the Comprehensive Emergency Management Plan, the transition from normal operations to emergency operation must be orderly. To achieve unified response operations, it is important that all departments have a common definition and status of emergencies. These defined levels of an emergency provide a transition from normal operating posture to full alert and provide for coordination with other agencies. When responding to emergencies, the following apply:

#### **Level III: NO OUTSIDE ASSISTANCE NECESSARY**

An emergency that poses a threat to life, property, or the environment and where ample resources exist. The responding department(s) handles the incident with on-duty resources and notifies the City Manager or his/her designee via department notification protocols.

#### **Level II: ENHANCED RESPONSE REQUIRED**

An emergency of a greater hazard, which poses a threat to life, property, or the environment, and requires coordination between more than one City department. Park City personnel handle the emergency with City resources, mutual aid, and resource sharing. Once a

Level II emergency is in effect, any request for assistance or resources from the on scene Incident Commander will take precedence over other daily activities. Incident Commanders responding to Level II emergencies will notify the City Manager or his designee via department notification protocols. If needed, request for EOC activation may be made by responding Incident Commander(s), involved department chiefs or department heads, the City Manager, or the Emergency Program Manager.

#### Level I: MAJOR INCIDENT

An emergency involving a catastrophic incident. The incident may result from a natural or man-made disaster such as earthquake, flood, fire, terrorism, etc. The incident may result in an immediate threat to persons, property, or the environment and requires the resources of the entire City, including government, private, and outside assistance. The Mayor or designee may issue a formal declaration of emergency.

During response operations, responders maintain the principle of centralized control and decentralized execution. All response actions are in harmony and orchestrated by legal authority from the Emergency Operations Center.

As City departments, agencies, and non-governmental organizations progress from normal operations to an emergency posture, they go through the response conditions outlined below in accordance with the emergency level. For example, a Level II emergency would require Response Condition II.

#### Response Conditions

##### Response Condition - III: NO OUTSIDE ASSISTANCE NECESSARY

1. Monitor the situation regularly.
2. Review applicable plans and Standard Operating Procedures.
3. Review the status of all equipment and supplies.
4. Notify the City Manager and key personnel.

##### Response Condition II: ENHANCED RESPONSE REQUIRED

1. The Emergency Operations Center may be activated as needed with partial staffing.
2. Notify City Manager and key personnel.
3. Accelerate repair or procurement of equipment and supplies on an emergency basis 24 hours a day, if necessary. Emergency procedures for procurement of supplies and equipment may be implemented.
4. Place personnel on standby status as needed.

##### Response Condition I: MAJOR INCIDENT

1. Place Emergency Operations Center on full staffing.
2. Bring equipment and supplies to full operational status.
3. Recall personnel as necessary.
4. Freeze supplies and resources and commit them to the emergency as needed.
5. Notify the County and the State

The above procedures will not constrain or limit the emergency actions of any department or agency involved in a response.

### Declaration of Emergency

Park City is the primary responder to a disaster in the City. As such, it rapidly mobilizes forces, assesses the situation, and plans a course of action. Once the situation exceeds Park City's capability to respond, officials will first seek supplemental resources from Summit County, then the State of Utah, and finally the Federal government.

A local "emergency" may be declared by proclamation of the Mayor. In the absence of the Mayor, the interim successor or City Manager may declare an emergency. Nothing in this section is intended to preclude the declaration of an emergency and the exercise of emergency powers as long as those actions are consistent with the requirements of declaring an emergency outlined herein.

The proclamation declaring the emergency will be filed with the City Recorder and will state four things:

- the nature of the emergency.
- the areas threatened.
- the various conditions which cause the emergency to be declared.
- the initial period of the emergency.

The declaration is kept on file with other supporting documentation to justify the disbursement of disaster assistance funds if available. See Appendix O for templates.

### Emergency Operations Center (EOC)

The EOC serves as a centralized management center for emergency operations. Here, decisions are made by the EOC managers based upon information provided by the IC and other personnel. Regardless of size or process, every facility should designate an area where decision makers can gather during an emergency.

Each facility must determine its requirements for an EOC based upon the functions to be performed and the number of people involved. Ideally, the EOC is a dedicated area equipped with communications equipment, reference materials, activity logs and all the tools necessary to respond quickly and appropriately to an emergency.

EOC Resources:

- Communications equipment
- A copy of the emergency management plan and EOC procedures
- Blueprints, maps, status boards
- A list of EOC personnel and descriptions of their duties
- Technical information and data for advising responders
- Building security system information
- Information and data management capabilities
- Telephone directories
- Backup power, communications and lighting
- Emergency supplies

An Emergency Operations Center (EOC) has been established within the Police Facility Building, 2060 Park Avenue. Those participating in the EOC will be located in secure meeting space adjacent to Police Records/Reception (the Lloyd D. Evans, Sr. Meeting Room). The Emergency Policy Council (EPC) will be located in the secure Police Facility Administrative Conference Room. The general operations of the EOC functions will be conducted within the confines of the space available at the time of activation of the EOC.

1. Secondary Emergency Operations Center. Should the primary EOC location, become unavailable due to structure failure, road inaccessibility, etc., the EOC functions will be moved to the Public Works Facility or the Marsac Building and shall function at that location until such time as the primary EOC becomes operational or an alternate site is identified that can facilitate the EOC operations to a higher degree.

2. Alternative Emergency Operation Center. At the point that any Park City Municipal Corporation facilities available to be used as an EOC site become unavailable or unusable, the EOC function may be moved to the Summit County Emergency Operations Center at the Summit County Health Department in Park City, the Summit County Search & Rescue Building in Kamas or the Summit County Mobile Command Post (SCMCP).

3. Authority to Activate EOC. Activation of the Emergency Operations Center (EOC) is solely the responsibility of the City Manager, designee, or successor. The City Manager may consult with the Emergency Program Manager, Chief of Police, PIO, Public Works Director and the Mayor in making the determination to activate the EOC; however, the final decision rests with the City Manager. In the absence of the City Manager or an immediate successor, in order to expedite the City's emergency response, the Emergency Program Manager may activate the EOC.

4. EOC Command Structure. While the Emergency Operations Center (EOC) is functional, the City Manager will act as the EOC Commander, unless he/she relinquishes that responsibility to a designee. The City Manager will interact with the appropriate manager or managers when addressing the incident response, operations, assessment and recovery phases. Each City Department or function involved in any phase of an incident will have a management representative located within the EOC operations area, or in a location directed by the City Manager. The EPM or designee shall manage the EOC. See Appendix K.

## **CHAPTER 4 – Incident Response and Management**

### **Emergency Support Functions (ESF) Concept**

In order to facilitate the delivery of emergency services during a disaster, Park City has adopted the Emergency Support Function (ESF) concept found in the National Response Framework (NRF). The Emergency Support Function concept is based on the idea of designating specific emergency response tasks to the City departments and outside organizations best suited to complete the designated task. Each function has an assigned department or organization responsible for that function with other departments and organizations playing supporting roles.

#### **ESF Overview**

The tasks that may need to be performed in emergency situations have been categorized as Emergency Support Functions (ESFs) under the National Incident Management System (NIMS)

and Park City's CEMP has chosen to follow that categorization. The tasks have been grouped into 18 Emergency Support Functions. Each ESF is supported by Standard Operating Procedures (SOP) for that ESF. See ESF and SOP details in Appendix L and Q.

**ESF 1 TRANSPORTATION**

**Public Works/Transit /Fleet**

Coordinate the use of transportation resources required to perform the emergency response, recovery and assistance mission.

**ESF 2 COMMUNICATIONS**

**Police/Information Technology**

Coordinate and provide communication support, and, where necessary, establish temporary telecommunications support.

**ESF 3 PUBLIC WORKS**

**Public Works/Streets/Building/Engineering**

Assist in lifesaving or life-protection activity following a disaster. This may include technical advice and evaluation, engineering services, construction management and inspection, emergency contracting, and emergency repairs.

**ESF 4 FIRE FIGHTING**

**Park City Fire District (PCFD)**

Manage and coordinate firefighting and emergency medical activity.

**ESF 5 INFORMATION MANAGEMENT**

**Sustainability**

Collect, process, and organize information about a potential or actual disaster or emergency. Disseminate accurate information to the public.

**ESF 6 MASS CARE**

**Red Cross/FEMA/Recreation**

Coordinate activities involved with emergency shelter, mass feeding, bulk distribution of relief supplies for victims of disaster, and disaster welfare information.

**ESF 7 RESOURCE SUPPORT**

**Sustainability/Emergency Mgr**

Provide logistical and resource support. This includes provision of emergency relief supplies, space, office equipment, office supplies, telecommunications, contracting services, transportation services, and personnel.

**ESF 8 HEALTH & MEDICAL SERVICES**

**Summit County Health/PCFD**

Provide assistance in identifying and meeting the health and medical needs of disaster victims and emergency responders.

**ESF 9 URBAN SEARCH & RESCUE**

**Park City Fire District (PCFD)**

Provide support in locating, extricating and treating victims if buildings are damaged or collapse.

**ESF 10 HAZARDOUS MATERIALS**

**PCFD/Summit County Health**

Provide support in response to actual or potential discharge and/or release of hazardous materials.

**ESF 11 FOOD & WATER**

**Recreation Departments**

Identify food and water needs. Identify sources of water; arrange for manpower and transportation to the disaster area and distribute as needed to responders and mass shelters.

**ESF 12 UTILITIES**

**Public Works/Water/Utility Companies**

Assist in coordinating efforts to provide emergency power and fuel to support response operations as well as providing power and fuel to restore normal community functions.

**ESF 13 LAW ENFORCEMENT**

**Police**

Provide sufficient resources to maintain civil order under emergency conditions.

**ESF 14 LEGAL**

**City Attorney/Legal**

Review local legal authorities and state statutes relating to emergency activities and advise City decision makers.

**ESF 15 FINANCE MANAGEMENT**

**Finance/Budget**

Create a central management committee to oversee the emergency purchasing and reimbursement process. Maintain a disaster documentation system.

**ESF 16 FACILITIES**

**Building/Engineering/Building Maint/Planning**

Coordinate the inspection and use of City owned/operated facilities to support disaster response and recovery operations.

**ESF 17 VOLUNTEERS & DONATIONS**

**Recreation Departments/Finance & Budget**

Coordinate the use of volunteers and donated goods in support of disaster recovery operations.

**ESF 18 ANIMALS**

**Summit County Animal Services**

Provide for emergency evacuation, medical care, shelter food and water for domestic animals.

Departmental Roles and Responsibilities

General Responsibilities

1. General Preparedness Responsibilities

The following common responsibilities are assigned to each department listed in this plan. Further, each department shall create an internal emergency management organization and develop standard operating procedures (SOP) in accordance with the provisions of this plan. Preparation activities include:

- Establishing departmental and individual responsibilities (as indicated in this plan); identify emergency tasks.
- Working with other departments to enhance cooperation and coordination, and eliminate redundancy. Departments having shared responsibilities should work to complement each other.
- Establishing education and training programs so that each division and employee will know exactly where, when and how to respond.
- Developing site specific plans for department facilities as necessary.
- Ensuring that employee job descriptions reflect their emergency duties.
- Training staff and volunteer augmentees to perform emergency duties, tasks.
- Identifying, categorizing and inventorying all available departmental resources, including but not limited to fixed assets, personnel and contracts.
- Developing procedures for mobilizing and employing additional resources.
- Ensuring communication capabilities.
- Preparing to provide internal logistical support to department operations during the initial emergency response phase.
- Prepare Standard Operating Procedures (SOP) in support of ESF responsibilities.

2. General Response Responsibilities

The following common responsibilities are assigned to each department listed in this plan.

- Upon receipt of an alert or warning, initiate notification actions to alert employees and volunteer augmentees assigned response duties.
- As appropriate:
  - Suspend or curtail normal business activities
  - Recall essential off-duty employees
  - Send non-essential employees home
  - Evacuate departmental facilities
- As requested, augment the City's effort to warn the public through use of vehicles equipped with public address systems, sirens, radio, employees going from door to door, etc.
- Keep the Operations Commander informed of field activities, and maintain a communications link to the Incident Commander and/or EOC.

- Activate a control center to support and facilitate department response activities, maintain events log, and report information within the ICS or EOC.
- Report damages and status of critical facilities within the ICS or EOC.
- If appropriate or requested, send a representative to the EOC.
- Ensure staff members tasked to work with the EOC have the authority to commit resources and set policies.
- Coordinate with the EOC to establish protocols for interfacing with county, state, federal responders.
- Utilize only the Public Information Officer to release any information to the media.
- Submit reports to the EPM detailing departmental emergency expenditures and obligations.

### Individual Responsibilities

#### 1. Chief Administrative Officer/City Manager (Executive)

- a. Provides overall administration, direction and control of the emergency, damage assessment and response operation within Park City
- b. Is a member of the Emergency Management Group (EMG)
- c. Commands the EOC
- d. Coordinates with the Mayor and Emergency Policy Council
- e. Provide risk management reporting and city insurance program
- f. Provide supplies, equipment, and personnel as requested

#### 2. Emergency Program Manager (Executive)

- a. Assists the City Manager with the planning, management and control of emergency operations
- b. Makes the Emergency Operations Center available to Park City officials for conducting overall direction/coordination of response and recovery operations. Manages and coordinates the EOC and interdepartmental operations
- c. Maintains supplies and equipment for the Emergency Operations Center.
- d. Coordinates department provision of supplies, equipment, and personnel as requested
- e. Works with the PIO and volunteer agencies to inform citizens of the actions they should take for their protection
- f. Coordinates with other departments to ensure that special needs populations receive information regarding actions taken for them to protect their life and property
- g. Conducts after-action meetings and prepares after-action reports in conjunction with the Operations Commander and/or Incident Commander(s)
- h. Additional responsibilities prior to an emergency include:
  - 1) Updating the Comprehensive Emergency Management Plan, and providing updated copies of the CEMP
  - 2) Coordinating emergency management exercises involving the City and community
  - 3) Participate in community preparedness training in conjunction with the PIO
  - 4) Coordinates the Special Needs Registry and assists in Special Needs community planning

#### 3. Mayor and City Council

- a. Monitors situations within their constituencies and coordinates information with City Manager or designee

- b. Mayor submits formal local Declarations of Emergency
- c. Meets formally as a City Council as necessary.
- d. Mayor or designee acts as official City spokesperson in concert with the PIO, as needed
- e. Provides emergency policy direction
- f. Issue emergency rules and proclamations that have the force of law during proclaimed emergency period
- g. Appropriate funds to meet disaster expenditure needs
- h. Extend or terminate Declarations of Emergency

#### 4. Finance

- a. Perform functions in the EOC or on-scene as assigned
- b. Assist IC and/or EOC initial situation/damage reports as per field units observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. Provide appraisers to assist with damage assessments
- e. Process emergency purchases/procurement
- f. Establish and maintain a system whereby incident costs are identified and accumulated for county, state and federal reimbursement
- g. Ensure payroll system setup to pay employees and contractors
- h. Coordinate financial resources
- i. Maintains records of expenditures and use of resources.
- j. In conjunction with Budget and EOC assistance manages any Donations Programs
- k. Under the direction of the City Manager, helps with the resolution of claims and accounting for resources expended during the emergency.

#### 5. City Attorney

- a. Provides legal advice to staff and Council
- b. Becomes familiar with laws governing emergency powers and provides advice on all related issues
- c. Reviews and approves as to form all emergency documents signed by the Mayor or designee
- d. Perform functions in the EOC as needed or assigned
- e. Act as a liaison between the Emergency Policy council and the Operations

Commander

#### 6. City Recorder (Executive)

- a. Provides safekeeping of vital records during the emergency
- b. Co-signs all emergency documents signed by the Mayor or designee
- c. Assists in logging and documenting all actions during the emergency
- d. Provides administrative support to Operations Commander

#### 7. Police

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. Augment warning system by providing siren-equipped and/or public address mobile units, and/or manpower for door-to-door warning
- e. Coordinate to lost persons, search and rescue, and coordination of heavy rescue operations in conjunction with PCFD and SCSD as needed

- f. Maintain law and order and provide public safety activities as required
- g. Provide security for key facilities
- h. Protect property in evacuated area
- i. Enforce orders of fire officers and implement/enforce evacuation orders, when necessary
- j. Provide law enforcement and traffic control in support of emergency actions
- k. Organizes auxiliary law enforcement personnel and commits available resources to maintain peace
- l. Coordinate City radio communication capabilities

#### 8. Budget and Grants

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit's observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. In conjunction with Finance and EOC assistance manages any Donations Programs
- e. Provides planning, logistic and financial support to operations

#### 9. Sustainability/Community and Public Affairs

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit's observations and reports from the general public
- c. Provide logistical and resource support as requested, which may include, the provision of emergency relief supplies, space, office equipment, office supplies, telecommunications, contracting services, transportation services, and personnel
- d. Serves as the Public Information Officer (PIO)
- e. Under the direction of the City Manager, collects, organizes, prepares and distributes public information materials about a potential or actual disaster or emergency.
- f. Participates with the EPM in disseminating and training in citizen and business preparedness plans
- g. In conjunction with the Mayor acts as the designated contact for the news media and public
- h. Ensures that special needs populations receive information regarding actions taken for them to protect their life and property

#### 10. Public Works

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. Assist with initial infrastructure damage assessment of horizontal construction, i.e., roads, bridges, storm sewers, etc.
- e. Provide heavy equipment to support rescue operations
- f. Provide technical information on damaged structures
- g. Provide traffic control signs and barricades
- h. Assist with the identification of evacuation routes and keep evacuation routes clear of stalled vehicles
- i. Coordinate the disposal of solid waste from congregate care facilities (shelter/mass feeding)
- j. Coordinate emergency utility support requirements with public and private utilities

- k. Operate fleet repair facility
- l. Provide for availability of motor fuels, vehicles and fuel driven equipment
- m. Provide for storage of equipment and vehicles in a safe place
- n. Provide comprehensive list of City vehicles and equipment to IC or EOC
- o. Provides for the removal of debris and maintenance of roadways
- p. Obtains additional equipment and transportation resources
- q. Establishes contracts for outside services in compliance with FEMA schedules
- r. Coordinate transportation requirements for special needs agencies/individuals
- s. Provide buses for evacuations and temporary shelters
- t. Provide additional bus transportation resources
- u. Coordinate mobilization of emergency transportation services
- v. Use transportation communication links to provide damage assessment information
- w. Insures that transportation assets meet the demands of emergency response personnel
- x. Maintains a resource list of all Park City fleet equipment and provides the EOC with updates of disaster damage to fleet
- y. Maintains fuel resources, controls and rations fuel as needed

#### 11. Information Technology

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. Maintain all communication and data systems
- e. Protect archives and necessary documents
- f. Provide supplies, equipment, and personnel as requested

#### 12. Building/Fire Marshal/Engineering

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- e. Direct building inspectors and/or rapid assessment teams to assist with damage assessment and safety of City facilities
- f. Provide Fire Marshal services

#### 13. Planning

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. Assist in initial planning and ongoing planning during an emergency
- e. Organize staff to support damage assessment teams and participate in City wide damage assessment and recovery with the Building Dept
- e. Provide documents and maps to assist in response and recovery
- f. Support building and engineering in their emergency functions.

#### 14. Human Resources

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public

- c. Provide supplies, equipment, and personnel as requested
- d. Establish an employee call back system
- e. Establish a system to check on employee's families and communicate that information
- f. Assist with employee needs at work and with their families
- g. Track man power requests and needs and assist with obtaining outside staffing

15. Recreation [for the purpose of this document, "Recreation" refers to the Ice, Golf, Library and PC MARC departments working jointly]

- a. Perform functions in the EOC or on-scene as assigned
- b. Provide IC and/or EOC initial situation/damage reports as per field unit observations and reports from the general public
- c. Provide supplies, equipment, and personnel as requested
- d. Assist with the assessment of human needs during and after a disaster
- e. Obtain and supply food and water to city and emergency staff
- f. Coordinate with the Red Cross, and other agencies as necessary to provide emergency mass programs for basic human needs to include reception centers, shelters, feeding at City designated shelters
- g. Provide assistance in the registration of people at congregate care facilities (shelter/mass feeding)
- h. Work in close concert with Red Cross and others in activation and operation of short term, and longer-term shelters/disaster centers
- i. With assistance from the EOC manages and Volunteer Programs
- j. Provide facilities for emergency shelter, food, and water distribution points, child care facilities as needed
- k. Provide receiving and distribution sites
- l. Assist with the delivery of goods

## **CHAPTER 5 – Damage Assessment and Recovery**

### Damage Assessment and Analysis Information

1. Accurate damage assessment information must be obtained by Park City at the earliest possible time in order to:
  - a. Evaluate the impact on the population and socioeconomic system of Park City and its ability to respond and recover.
  - b. Assist the Governor with determining local and state level of contribution to the recovery effort.
  - c. Allow the State Coordination Officer and the Federal Emergency Management Agency Regional Director to determine the kinds and quantities of disaster assistance to be provided by the state and federal government, if appropriate.
  - d. Document the need for supplementary federal assistance under a Presidential 'Emergency' or 'Major Disaster' Declaration.
  - e. Notify insurers of damaged/destroyed property.

### Damage Assessment and Reporting

1. Initial Damage Assessment. The nature and magnitude of a disaster will determine how quickly a complete Initial Damage Assessment can be conducted. Widespread debris, washed out bridges, inundated roads, and unsafe buildings are a few of the problems that can

delay the assessment. Immediately after the occurrence of a disaster, it is important to get a preliminary assessment of the extent and magnitude of the damage. The Planning Department will assist in this function.

2. **Damage Assessment Forms.** During the response and recovery phases of a disaster, it is vital that the State Coordinating Officer and the Governor have accurate damage, cost and socioeconomic impact information available in summary form. This will determine how best to supplement the action taken by Park City and whether federal assistance is required. See Appendix O.

3. **City Manager.** It is the responsibility of the City Manager or his/her designee to coordinate with City and County elected officials to determine a systematic, unified course of action. The following items should be covered:

- Outline the extent (geographic area) and magnitude (severity) of the damage.
- Assess the socioeconomic impact on the City.
- Discuss the need for requesting outside assistance, the nature of such assistance and implications of accepting aid.
- Specify the geographic areas and damage categories, which need to be examined in greater detail.

4. **Department Managers.** It is the responsibility of department directors to oversee the gathering of damage assessment information in accordance with the assigned departmental duties. To assure accurate and efficient collection of data, department heads must take the following actions:

- Designate assessment teams of two or three people with specific areas of expertise.
- Assign the team to a specific geographic area or category of damage.
- Brief team members to ensure uniformity and understanding of damage categories, community impact, costs, reporting, procedures, etc.
- Identify damage sites by map location and street address. Roads and bridges should be listed by pre-assigned Utah State Department of Transportation numbers. Maps and photo identifications of damage sites will aid in conducting future surveys and on-site assessments.
- Provide each team with supplies to effectively perform the assessments (maps, cameras, list of property owners and locations). Have teams take photographs of damage sites and attach brief descriptions detailing vital information and describing the damage.
- Establish a deadline for gathering information so it can be summarized and presented to the governing body.
- Gather and maintain supporting documentation (invoices, contracts, expenditure records) for costs incurred in emergency response and mitigation work. Copies of emergency expenditure records should be maintained and attached to each damage site file.

### Incident Reporting

1. **Description and Purpose.** Situation Reports should be made to continually update disaster status information. The information provided in the initial and subsequent Situation Reports should outline a sequential record of actions taken from the point of first response through restoration activities. The degree of detail will vary with the type and severity of the

events.

2. Content and Format. Situation Reports contain specific data and answer the following basic questions:

- a. Location and nature of damage.
- b. Description of the categories and degree of damage.
- c. Socioeconomic impact on the community.
- d. Response actions being taken by local government.
- e. Form of supplemental state and federal assistance requested.
- f. Public assistance and individual assistance for the community.

### Reports and Record Keeping

1. A number of prescribed documents, reports and records must be executed and maintained during disaster operations. These ensure prompt and coordinated state and federal disaster response and maximize financial assistance.

2. Once an emergency is declared an '**Emergency**' or '**Major Disaster**' by the President of the United States, the federal disaster assistance programs may be made available to the state and its designated political subdivision. The Federal Emergency Management Agency is responsible for coordinating and administering all federal disaster relief programs through the Region VIII office. Subsequent to a presidential declaration, the Federal Coordinating Officer will establish a field office in the disaster area to administer disaster relief programs according to Public Law 93-288, the Robert T. Stafford Disaster Relief and Emergency Assistance, and the Code of Federal Regulations, Title 44, Part 206.

3. An accurate record system maintained separately from normal day-to-day operations should be established immediately at the onset of the emergency. All recipients of state and federal monies must maintain adequate disbursement and accounting records of costs incurred for approved disaster work.

4. One of the main responsibilities of Park City officials involved in disaster operations will be the preparation and maintenance of all required documents, reports and records. The Governor's Authorized Representative is responsible for the execution of all necessary documents on behalf of the State of Utah for state and federal disaster assistance including certifying any applications for public assistance. In addition, the Governor's Authorized Representative will provide guidance and assistance to Park City officials involved in the preparation and maintenance of their required reports and records.

5. All contracts must follow the **Procurement Guidance as found in Title 44 of the Code of Federal Regulations Part 13.36.**

Attachment C



Resolution No. -15

**A RESOLUTION ADOPTING THE PARK CITY COMPREHENSIVE  
EMERGENCY MANAGEMENT PLAN (CEMP)**

WHEREAS, the purpose of the CEMP is to develop a comprehensive emergency management program that will provide a system to mitigate the effects of an emergency or disaster, preserve life, respond during emergencies, provide necessary assistance, and establish a recovery system, in order to return the community to its normal state of affairs; and

WHEREAS, this plan attempts to define clearly the roles and responsibilities of each department and function within the City organization by providing guidance in accomplishing the objectives of this plan with lists of guidelines, plans, assessments and resources; and

WHEREAS, on February 28, 2003, the President issued Homeland Security Presidential Directive (HSPD) - 5 *Management of Domestic Incidents*, which directs the Secretary of Homeland Security to develop and administer a National Incident Management System (NIMS) and the directive also requires Federal Departments and agencies to make adoption of the NIMS by State, Tribal and local organizations a condition for Federal preparedness assistance beginning in Federal FY 2005; and

WHEREAS, certain State and Federal disaster reimbursements require local jurisdictions to adopt and train in a CEMP, NIMS and Incident Command Systems (ICS); and

WHEREAS, certain Federal grant programs now require an adopted CEMP; and

WHEREAS, the City Manager and the Emergency Management Group (EMG) have reviewed the updated Comprehensive Emergency Management Plan with all of its attachments as periodically amended by the EMG and recommends adoption by the City Council; and

WHEREAS, the City Council deems it in the best interest of Park City Municipal Corporation to formally adopt them;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Park City, Utah as follows:

**SECTION 1. ADOPTION.** The Comprehensive Emergency Management Plan, dated June, 2015 attached hereto, along with all appendices and compendiums as periodically amended by the City Manager, are hereby adopted, to replace any and all others previously adopted. Any amendments approved by the City Manager shall be effective for not more than one year unless ratified by the City Council.

**SECTION 2. EFFECTIVE DATE.** This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 4th day of June, 2015

PARK CITY MUNICIPAL CORPORATION

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Mayor Jack Thomas

Attest:

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Marci Heil, City Recorder

Approved as to form:

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Mark Harrington, City Attorney

## Attachment D

# CHAPTER 1 - BUDGET POLICY

## PART I - BUDGET ORGANIZATION

- A.** Through its financial plan (Budget), the City will do the following:
1. Draw upon Council's goals, objectives, and desired outcomes.
  2. Identify citizens' needs for essential services.
  3. Organize programs to provide essential services.
  4. Establish program policies and goals that define the type and level of program services required.
  5. List suitable activities for delivering program services.
  6. Propose objectives for improving the delivery of program services.
  7. Consider budget committees recommendations.
  8. Identify available resources and appropriate the resources needed to conduct program activities and accomplish program objectives.
  9. Set standards to measure and evaluate the following:
    - a. the output of program activities
    - b. the accomplishment of program objectives
    - c. the expenditure of program appropriations
- B.** All requests for increased funding or enhanced levels of service should be considered together during the budget process, rather than in isolation. A request relating to programs or practices which are considered every other year (i.e., the City Pay Plan) should be considered in its appropriate year as well. According to state statute, the budget officer (City Manager) shall prepare and file a proposed budget with the City Council by the first scheduled council meeting in May.
- C.** The City Council will review and amend appropriations, if necessary, during the fiscal year.
- D.** The City will use a multi-year format (two years for operations and five years for CIP) to give a longer range focus to its financial planning.
1. The emphasis of the budget process in the first year is on establishing expected levels of services, within designated funding levels, projected over a two-year period, with the focus on the budget.
  2. The emphases in the second year are reviewing necessary changes in the previous fiscal plan and developing long term goals and objectives to be used during the next two-year budget process. ~~The focus is on the financial plan. In the second year, operational budgets will be adjusted to reflect unexpended balances from the first year.~~ Fewer budgets requests are expected in the second year. Second year requests that will be considered are ones that;
    - a. will come with revenue offsets;
    - b. are accompanied by expense reductions, or that;
    - c. are required by law; or
    - d. are necessitated by market/environment changes that happened since the last budget adoption

- E. Through its financial plan, the City will strive to maintain **Structural Balance**; ensuring basic service levels are predictable and cost effective. A balance should be maintained between the services provided and the local economy's ability to pay.
- F. The City will strive to improve productivity, though not by the single-minded pursuit of cost savings. The concept of productivity should emphasize the importance of **quantity** and **quality** of output as well as **quantity** of resource input.
- G. **General Fund budget surplus should be used for capital projects.**

## **PART II - ECONOMIC DEVELOPMENT GRANT POLICY (ADOPTED JULY 10, 2014)**

Annually, the City will allocate ~~\$20,000~~ up to \$50,000 to be used towards retaining and growing existing businesses and attracting and promoting new organizations that will fulfill key priority goals of the City's Biennial Strategic Plans and General Plan. Funding will be available for relocation and/or expansion of current businesses, and new business start-up costs only.

### **A. ED Grant Distribution Criteria**

Applications will be evaluated on the following criteria in order to be eligible for an ED Grant:

1. **Criteria #1:** The organization must demonstrate a sound business plan that strongly supports prioritized Goals of the current City Economic Development Plan.
2. **Criteria # 2:** Organizations must commit to and demonstrate the ability to do business in the City limits no less than three years. Funding cannot be used for one-time events.
3. **Criteria #3:** The organization must produce items or provide services that are consistent with Economic Development Work Plan and be with of the City's General Plan enhances the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the City. The organization must demonstrate there is more identifiable benefits than detriment when weighed against the balanced goals of the General Plan through the attached score sheet as well as identify areas where the proposal is consistent or inconsistent with the City's biennial strategic plans.
4. **Criteria #4:** Fiscal Stability and Other Financial Support: The organization must have the following: (1) A clear description of how public funds will be used and accounted for; (2) Other funding sources that can be used to leverage resources; (3) A sound financial plan that demonstrates managerial and fiscal competence.
5. **Criteria #5:** Can forecast at the time of application an ability to achieve direct or indirect economic/tax benefits equals to or greater than the City's contribution.
6. **Criteria #6** – The organization should show a positive contribution to diversifying the local economy by increasing year-round business opportunities, creating new jobs, and increasing the local tax base.

The City's Economic Development Program Committee will review all applications and submit a recommendation to City Council, who will have final authority in judging whether an applicant meets these criteria.

**B. Economic Development Grant Fund Appropriations**

The City currently allocates economic development funds from the Lower Park RDA (\$20,000), the General Fund (\$10,000), and the Main Street RDA (\$20,000). ~~through the operating budget of the Economic Development & Capital Projects department Non-Departmental section of the budget.~~ Of these funds, no more than ~~\$20,000~~ \$50,000 per annum will be available for ED Grants. Unspent fund balances at the end of a year will not be carried forward to future years.

**C. ED Grant Categories**

ED Grants will be placed in two potential categories:

1. **Business Relocation Assistance:** This category of grants will be available for assisting an organization with relocation and new office set-up costs. Expenses that could be covered through an ED Grant include but are not limited to moving costs, leased space costs, and fixtures/furnishings/ and equipment related to setting up office space within the City limits.
2. **New Business Start-up Assistance:** This category of grants will be available for assisting a new organization or business with new office set-up costs. Expenses that could be covered through an ED Grant include but are not limited to leased office space costs and fixtures/furnishings/ and equipment related to setting up office space within the City limits.
3. **Business Expansion Assistance:** This category of grants will be available for assisting an organization or business with expansion costs. These expansions should increase square footage, increase year-round jobs in city limits and/or increase tax revenue; or demonstrate a venture into an area considered a diversification of our economic base.

**D. Application Process**

Application forms may be downloaded from the City's [www.parkcity.org](http://www.parkcity.org) website or available for pick-up within the Economic Development Office of City Hall. Funds are available throughout the City's fiscal year on a budget available basis.

**E. Award Process**

The disbursement of the ED Grants shall be administered pursuant to applications and criteria established by the Economic Development Department, and awarded by the City Council consistent with this policy and upon the determination that the appropriation is necessary and appropriate to accomplish the economic goals of the City.

ED Grants funds will be appropriated through processes separate from the biennial Special Service Contract and ongoing Rent Contribution and Historic Preservation process.

The Economic Development Program Committee will review all applications and forward a recommendation to City Council for authorization. All potential awards of grants will be publicly noticed 14 days ahead of a City Council action.

Nothing in this policy shall create a binding contract or obligation of the City. Individual ED Grant Contracts may vary from contract to contract at the discretion of the City Council. Any award of a contract is valid only for the term specified therein and shall not constitute a promise of future award. The City reserves the right to reject any and all proposals, and to waive any technical deficiency at its sole discretion. Members of the City Council, the Economic Development Program Committee, and any advisory board, Task Force or special committee with the power to make recommendations regarding ED Contracts are ineligible to apply for such Contracts. City Departments are also ineligible to apply for ED Contracts. All submittals shall be public records in accordance with government records regulations (“GRAMA”) unless otherwise designated by the applicant pursuant to UCA Section 63-2-308, as amended.

### **PART III - VENTURE FUND**

In each of the Budgets since FY1990, the City Council has authorized a sum of money to encourage innovation and to realize opportunities not anticipated in the regular program budgets. The current budget includes \$50,000 in each of the next two years for this purpose. The City Manager is to administer the money, awarding it to programs or projects within the municipal structure (the money is not to be made available to outside groups or agencies). Generally, employees are to propose expenditures that could save the City money or improve the delivery of services. The City Manager will evaluate the proposal based on the likelihood of a positive return on the “investment,” the availability of matching money from the department, and the advantage of immediate action. Proposals requiring more than \$10,000 from the Venture Fund must be approved by the City Council prior to expenditure.

### **PART IV - OPERATING CONTINGENCY ACCOUNTS**

In accordance with sound budgeting principles, a certain portion of the annual operating budget is set aside for contingency or unanticipated cost necessary to fulfill the objectives of Council and the City’s goals and mission, **including emergencies and disasters**. The following policy outlines the parameters and circumstances under which contingency funding is to be administered:

#### **A. Access to General Contingency Funds**

Monies set aside in the general contingency account shall be accessible for the following purposes. In the event that there are insufficient contingency funds to satisfy all claims on the funding, the City shall strive to allocate funding according to priority order: Top Priority - Purpose #1; 2nd Priority - Purpose #2; Last Priority - Purpose #3.

1. Ensure that the City satisfies State mandated budget requirements
  - a) This purpose may include, but is not necessarily limited to, the following scenarios:
    - i) The City realizes less than the anticipated and budget personnel vacancy
    - ii) One or more budget functions (as recognized by the state auditor) exceed budgeted expenditure levels in a fiscal year
    - iii) Other non-compliances with state budget requirements which could be resolved through utilization of contingency budget



- targeted at small to moderate incidents that incur immediate funding needs for actions such as, but not limited to, debris removal, flood mitigation measures, wildfire response, severe weather, pandemics, water service disruptions and extended Emergency Operations Center (EOC) mobilization. Larger disaster funding requirements will be addressed by the City Council's ability to exceed the budget in a declared emergency (Utah 10-6-129. Uniform Fiscal Procedures Act for Utah Cities - Emergency expenditures).
2. In the case of emergency expenditures may be authorized by the Emergency Manager up to \$2,500, the Chief of Police up to \$5,000, the Finance Manager up to \$100,000 and the City Manager beyond \$100,000. In addition, since the emergency contingency budget is capped at \$100,000, any transaction over this amount will need City Council's approval unless another funding source is identified.

### **C. Monitoring**

- 1) The Budget Department will monitor all expenditure from contingency accounts monthly, ensuring that access to the account is compliant with the above procedures.
- 2) Total expenses in the General Contingency account may not exceed 50% of the budgeted contingency prior to June 30 without the approval of the City Manager. On or after June 30, expenses may be coded to this account in excess of 50% of budgeted levels, but not to exceed 100% of the adjusted budget.

## **PART V - RECESSION/ REVENUE SHORTFALL PLAN**

- A.** The City has established a plan, including definitions, policies, and procedures to address financial conditions that could result in a net shortfall of resources as compared to requirements. The Plan is divided into the following three components:
  1. **Indicators** which serve as warnings that potential budgetary impacts are increasing in probability. The City will monitor key revenue sources such as sales tax, property tax, and building activity, as well as inflation factors and national and state trends.
  2. **Phases** which will serve to classify and communicate the severity of the situation, as well as identify the actions to be taken at the given phase.
  3. **Actions** which are the preplanned steps to be taken in order to prudently address and counteract the anticipated shortfall.
- B.** The recession plan and classification of the severity of the economic downturn will be used in conjunction with the City's policy regarding the importance of maintaining

revenues to address economic uncertainties. As always, the City will look to ensure that revenues are calculated adequately to provide an appropriate level of city services. As any recessionary impact reduces the City's projected revenues, corrective action will increase proportionately. Following is a summary of the phase classifications and the corresponding actions to be taken.

1. **Level 1 - ALERT: An anticipated net reduction in available projected revenues from 1% up to 5%.** The actions associated with this phase would best be described as delaying expenditures where reasonably possible, while maintaining the "Same Level" of service. Each department will be responsible for monitoring its individual budgets to ensure only essential expenditures are made.
2. **Level 2 - MINOR: A reduction in projected revenues in excess of 5%, but less than 15%.** The objective at this level is still to maintain "Same Level" of service where possible. Actions associated with this level would be as follows:
  - a. Implementing the previously determined "Same Level" Budget.
  - b. Intensifying the review process for large items such as contract services, consulting services, and capital expenditures, including capital improvements. Previously approved capital project expenditures which rely on General Fund surplus for funding should be subject to review by the Budget Department.
  - c. Closely scrutinizing hiring for vacant positions, delaying the recruitment process, and using temporary help to fill in where possible (soft freeze). The City Manager will review all personnel action with heightened scrutiny, including career development and interim reorganizations, to ensure consistency and equitable application of the soft freeze across the organization.
  - d. Closely monitoring and reducing expenditures for travel, seminars, retreats, and bonuses.
  - e. Identifying expenditures that would result in a 5% cut to departmental operating budgets while still maintaining the same level of service where possible.
  - f. Reprioritizing capital projects with the intent to de-obligate non-critical capital projects.
  - g. Limit access to contingency funds.
3. **Level 3 - MODERATE: A reduction in projected revenues in excess of 15%, but less than 30%.** Initiating cuts of service levels by doing the following:
  - a. Requiring greater justification for large expenditures.
  - b. Deferring non-critical capital expenditures.
  - c. Reducing CIP appropriations from the affected fund.
  - d. Hiring to fill vacant positions only with special justification and authorization.
  - e. Identifying expenditures that would result in a 10% cut to departmental operating budgets while trying to minimize service level impacts where possible.
  - f. Eliminate access to contingency funds.
4. **Level 4 - MAJOR: A reduction in projected revenues of 30% to 50%.** Implementation of major service cuts.
  - a. Instituting a hiring freeze.
  - b. Reducing the Part-time Non-Benefited and Seasonal work force.
  - c. Deferring merit wage increases.
  - d. Further reducing capital expenditures.

- e. Preparing a strategy for reduction in force.
- 5. **Level 5 - CRISIS: A reduction in projected revenues in excess of 50%.**
  - a. Implementing reduction in force or other personnel cost-reduction strategies.
  - b. Eliminating programs.
  - c. Deferring indefinitely capital improvements.
- C. If an economic uncertainty is expected to last for consecutive years, the cumulative effect of the projected reduction in reserves will be used for determining the appropriate phase and corresponding actions.

## **PART VI – GRANT POLICY**

In an effort to give some uniformity and centralization to the grants administration process for the City, the Budget Department has drafted the following guidelines for all grants applied for or received by Park City departments.

### **A. Application Process**

Departments are encouraged to seek out and apply for any suitable grants. The Budget, Debt, & Grants Department is available to assist City departments in the search and application process. Whereas departments are encouraged to work side-by-side with the Budget Department in the application process, they are *required* at a minimum to communicate their intention to apply for a grant to the Budget Department. They are further required to send a copy of the finalized grant application to the Budget Department.

### **B. Executing a Grant**

In the event of a successful grant application, the grantee department must notify the Budget Department immediately to schedule a meeting to discuss the grant administration strategy. All grants require approval by the Budget Manager before grant execution. If a check is sent by the granting entity to the grantee department, that check should be forwarded to the Budget Department and not deposited by the grantee department. It will be the Budget Department's responsibility to assure that all grant money is appropriately accounted for.

The Budget Department will create detailed physical and electronic files that include the following information provided by the grantee department

1. A copy of the grant application
2. The notice of award
3. Copies of invoices and expense documentation
4. Copies of checks received from the granting entity
5. Copies of significant communication (emails, letters, etc) regarding the grant
6. Contact information for the granting entity
7. Contact information for project/program managers

Because many grants have varying regulations, terms, and deadlines, the Budget Department will assume the responsibility to meet those terms and monitoring requirements. The Budget Department will also track remaining balances on reimbursement-style grants. Information such as current balances, important deadlines,

etc. will be provided to grantee departments on a regular basis or upon request. This centralized maintenance of grant documents will simplify grant queries and audits.

### **C. Budgeting for a Grant**

Generally, operating and capital budgets will not be increased to account for a grant before the grant is awarded. Any department that receives a grant should fill out a budget option during the regular budget process. The option should be to increase either their operating or capital budget (depending on the grant specifications) for the appropriate year by the amount of the grant. The Budget Department will share the responsibility for seeing that the grant is budgeted correctly.

### **D. Spending Money against a Grant**

When a department is ready to spend grant funds on a particular qualifying expense, they are to send copies of invoices for that expense to the Budget Department within one week of receiving the invoice. If the grant is a reimbursement-style grant, the Budget Department will manage the necessary drawdown requests. The Budget Department will provide departments with a report of the grant balance after each expense and/or drawdown. In the case that a reimbursement check is sent to the grantee department, it should be forwarded to the Budget Department for proper monitoring and accounting.

### **E. Closing a Grant**

Some grants have specific close-out requirements. The Budget Department is responsible for meeting those terms and may call on grantee departments for specific information needed in the close-out process.

Many departments are already following a similar process for their grants and have found it to be a much more efficient practice than the often chaotic alternatives. Of course, no policy is one-size-fits-all, so some grants may not fit into the program. In that case, an alternative plan will be worked out through a meeting with the Budget Department directly following the award of the grant.

## **PART VII – MONTHLY BUDGET MONITORING**

In order to make Park City Municipal more fiscally proficient it is important to monitor the budget more closely and regularly. This will make the entire city more accountable. The goal is to work on focusing City efforts of budgeting in six areas: monitoring, reporting, analysis, discussion, training, and review. This policy outlines the monthly budget monitoring process in three different areas of responsibility: Budget Department, Departmental Managers, and Teams (Managerial Groups).

### **A. Monitoring**

- 1. Budget Department** - The department sends out emails to all managers on a weekly basis, detailing any overages or concerns the department has. In the event a department exceeds its monthly allotment a meeting will be set up with the Budget Department and the manager in charge of the department's budget to discuss the reasons for the overage and a plan for recovery.
- 2. Managers** - Managers are in charge of their own budgets and are required to monitor it throughout the year using the supplied tools.

3. **Teams** - Team members will act in an advisory role to help or assist other managers with their budgets as well as strategize the sharing of resources to help cover shortages in the short-term.

## **B. Reporting**

### **1. Budget Department**

- The department analyzes and disperses a monthly monitoring report that details expenditures over revenues by fund for council and the city manager to view.
- The department analyzes and disperses a report which shows detailed personnel expenses (budgeted vs. actual) on a position by position basis.
- The department created an up-to-date **monthly budget** for each department available on the citywide shared drive. This report requires minimal training by the budget department in order to fully understand it. Basically, it implements the concept of a monthly budget in the current annual budget setup by dividing the year into twelve periods. These periods are allotted a certain amount of budget based on past expenditures for those months—this will account for seasonality of certain departments' budgets. This electronic report assists managers in monitoring and analyzing their own budgets throughout the year.
- The department analyzes and disperses any kind of report requested by departmental managers such as Detail Reports, Custom Reports, etc.

2. **Managers** - Managers review their emails and budget reports offered by the Budget Department. If problems or questions arise it is imperative that managers discuss these issues with the Budget Department and their team in a timely fashion, thereby helping to ease the budget option process at the end of the fiscal year. Where possible, departmental analysts charged with budget responsibilities should have a thorough knowledge of the content of these reports and be able to understand and use them appropriately. The Budget Department will rely on departmental managers and analysts to identify and communicate any report errors or inadequacies.

3. **Teams** - Team members should also look for any problems on budget reports and discuss them with the Budget Department if necessary or with other team members.

## **C. Analysis**

1. **Budget Department** - As far as analysis, the department acts as more of a resource than anything else—helping out managers with specific questions and/or concerns. The Budget Department is always analyzing and breaking down the overall citywide budget, but general analysis of individual departments is the responsibility of the managers. Of course, the Budget Department will lend its resources and expertise for purposes of budget analysis upon the request of the departmental manager.

2. **Managers** - Managers are expected to know the status of their budget at all times as well as understand the primary drivers which may cause shortages. Managers

should analyze the data provided by the Budget Department throughout the fiscal year with the help of monthly monitoring, personnel, department-specific, and detail reports to assist them in managing their budgets. Managers set their own budget during the budget season by determining current expenditures (and revenues) and forecasting them for the remaining fiscal year as well as the following one. This process also helps managers to determine budget options at the beginning of the calendar year.

3. **Teams** - Team members assist other managers on budget concerns and share ideas on how to make budgeting more efficient.

#### **D. Discussion**

1. **Budget Department** - The Budget Department meets with managers on a monthly basis when there are major issues or problems with their budgets upon request. It is expected that the department meets with teams on a quarterly basis to go over budgeting issues within the teams.
2. **Managers** - Managers will meet with the Budget Department whenever issues arise within their own budgets. Managers will also go over a general overview of their budget with their teams in preparation for the budget season's priority list of options.
3. **Teams** - Team members may assist other managers with any budget concerns. At quarterly team meetings teams should discuss budget concerns, including possible budget options, the necessity of shared resources, etc.

#### **E. Training**

1. **Budget Department** - The Budget Department will train all managers and selected analysts in the details of the new monthly monitoring program as well as clarify any other general questions regarding the budget and the budget process. The goal here is to make the managers aware of all the tools they need and how to use them. (One hour budget tools training to be offered semi-annually.)
2. **Managers** - It will be up to the managers to become well-versed on the monthly budgeting program as well as their own budgets.
3. **Teams** - Team members will become well-versed on the monthly budgeting program and discuss with other managers any questions or problems. To the extent that further training is required, teams should request specific training to be given by the Budget Dept at quarterly meetings.

#### **F. Review**

1. **Budget Department** - There is a performance measure for the Budget Department establishing the goal of coming in within budget for the entire city. A question regarding the Budget Department's usefulness as a budget monitoring resource will be included on the Internal Service Survey, which will directly affect the Budget Officer's performance review.
2. **Managers** - A new performance measure is included for each department establishing the goal of coming in within budget.
3. **Teams** - Team members will take part in 360 reviews of managers that includes a section for fiscal responsibility in their job description. This allows team members to consider a manager's fiscal performance in the context of extenuating circumstances.

## **CHAPTER 2 - REVENUE MANAGEMENT**

### **PART I - GENERAL REVENUE MANAGEMENT**

- A. The City will seek to maintain a diversified and stable revenue base to protect it from short-term fluctuations in any one revenue source.
- B. The City will make all current expenditures with current revenues, avoiding procedures that balance current budgets by postponing needed expenditures, accruing future revenues, or rolling over short-term debt.

### **PART II - ENTERPRISE FUND FEES AND RATES**

- A. The City will set fees and rates at levels that fully cover the total direct and indirect costs, including debt service, of the Water and Golf enterprise programs.
- B. The City will cover all transit program operating costs, including equipment replacement, with resources generated from the transit sales tax, business license fees, fare revenue, federal and state transit funds, and not more than 1/4 of 1 percent of the resort/city sales tax, without any other general fund contribution. Parking operations will be funded through parking related revenues and the remaining portion of the resort/city sales tax not used by the transit operation. The City will take steps to ensure revenues specifically for transit (transit tax and business license) will not be used for parking operations. The administrative charge paid to the general fund will be set to cover the full amount identified by the cost allocation plan.
- C. The City will review and adjust enterprise fees and rate structures as required to ensure they remain appropriate and equitable.

### **PART III - INVESTMENTS**

- A. **Policy**

It is the policy of the Park City Municipal Corporation (PCMC) and its appointed Treasurer to invest public funds in a manner that ensures maximum safety provides adequate liquidity to meet all operating requirements, and achieve the highest possible investment return consistent with the primary objectives of safety and liquidity. The investment of funds shall comply with applicable statutory provisions, including the State Money Management Act, the rules of the State Money Management Council and rules of pertinent bond resolutions or indentures, or other pertinent legal restrictions.

**B. Scope**

This investment policy applies to funds held in City accounts for the purpose of providing City Services. Specifically, this Policy applies to the City's General Fund, Enterprise Funds, and Capital Project Funds. Trust and Agency Funds shall be invested in the State of Utah Public Treasurer's Investment Pool.

**C. Prudence**

Investments shall be made with judgment and care under circumstances then prevailing which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment considering the probable safety of their capital and the probable income to be derived.

The standard of prudence to be used by the Treasurer shall be applied in the context of managing an overall portfolio. The Treasurer, acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided derivations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

**D. Objective**

The City's primary investment objective is to achieve a reasonable rate of return while minimizing the potential for capital losses arising from market changes or issuer default. So, the following factors will be considered, in priority order, to determine individual investment placements: safety, liquidity, and yield.

1. **Safety:** Safety of principal is the foremost objective of the investment program. Investments of the Park City Municipal Corporation shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. To attain this objective, diversification is required in order that potential losses on individual securities do not exceed the income generated from the remainder of the portfolio.
2. **Liquidity:** The Park City Municipal Corporation's investment portfolio will remain sufficiently liquid to enable the PCMC to meet all operating requirements which might be reasonably anticipated.
3. **Return on Investment:** The PCMC's investment portfolio shall be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with the PCMC's investment risk constraints and the cash flow characteristics of the portfolio.

**E. Delegation of Authority**

Investments and cash management will be the responsibility of the City Treasurer or his designee. The City Council grants the City Treasurer authority to manage the City's investment policy. No person may engage in an investment transaction except as

provided under the terms of this policy and the procedures established by the Treasurer. The Treasurer shall be responsible for all transaction undertaken and shall establish a system of controls to regulate the activities of subordinate officials.

**F. Ethics and Conflicts of Interest**

The Treasurer is expected to conduct himself in a professional manner and within ethical guidelines as established by City and State laws. The Treasurer shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. The Treasurer and other employees shall disclose to the City Manager any material financial institutions that conduct business within this jurisdiction, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the PCMC, particularly with regard to the time of purchase and sales.

**G. Authorized Financial Dealers and Institutions**

Investments shall be made only with certified dealers. "Certified dealer" means: (1) a primary dealer recognized by the Federal Reserve Bank of New York who is certified by the Utah Money Management Council as having met the applicable criteria of council rule; or (2) a broker dealer as defined by Section 51-7-3 of the Utah Money Management Act.

**H. Authorized and Suitable Investments**

Authorized deposits or investments made by PCMC may be invested only in accordance with the Utah Money Management Act (Section 51-7-11) as follows:

1. The Public Treasurer's Investment Fund (PTIF)
2. Collateralized Repurchase Agreements
3. Reverse Repurchase agreements
4. First Tier Commercial Paper
5. Banker Acceptances
6. Fixed Rate negotiable deposits issued by qualified depositories
7. United States Treasury Bills, notes and bonds

Obligations other than mortgage pools and other mortgage derivative products issued by the following agencies or instrumentalities of the United States in which a market is made by a primary reporting government securities dealer:

1. Federal Farm Credit Banks
2. Federal Home Loan Banks
3. Federal National Mortgage Association
4. Student Loan Marketing Association
5. Federal Home Loan Mortgage Corporation
6. Federal Agriculture Mortgage Corporation
7. Tennessee Valley Authority

Fixed rate corporate obligations that are rated "A" or higher  
Other investments as permitted by the Money Management Act

**I. Investment Pools**

A thorough investigation of the Utah Public Treasurer's Investment Fund (PTIF) is required on a continual basis. The PCMC Treasurer shall have the following questions and issues addressed annually by the PTIF:

1. A description of eligible investment securities, and a written statement of investment policy and objectives.
2. A description of interest calculations and how it is distributed, and how gains and losses are treated.
3. A description of how the securities are safeguarded (including the settlement process), and how often are the securities priced and the program audited.
4. A description of who may invest in the program, how often and what size deposit and withdrawal.
5. A schedule for receiving statements and portfolio listings.
6. Are reserves, retained earnings, etc. utilized by the pool/fund?
7. A fee schedule, and when and how is it assessed.
8. Is the pool/fund eligible for bond proceeds and/or will it except such proceeds.

**J. Safekeeping and Custody**

All securities shall be conducted on a delivery versus payment basis to the PCMC's bank. The bank custodian shall have custody of all securities purchased and the Treasurer shall hold all evidence of deposits and investments of public funds.

**K. Diversification**

PCMC will diversify its investments by security type and institution. With the exception of U.S. Treasury securities and authorized pools, no more than 50 percent of the PCMC's total investment portfolio will be invested in a single security type.

**L. Maximum Maturities**

The term of investments executed by the Treasurer may not exceed the period of availability of the funds to be invested. The maximum maturity of any security shall not exceed five years. The City's investment strategy shall be active and monitored monthly by the Treasurer and reported quarterly to the City Council. The investment strategy will satisfy the City's investment objectives.

**M. Internal Control**

The Treasurer shall establish an annual process of independent review by an external auditor. This review will provide internal control by assuring compliance with policies and procedures.

**N. Performance Standards**

The investment portfolio shall be designed with the objective of obtaining a rate of return throughout budgetary and economic cycles, commensurate with the investment risk constraints and the cash flow needs. The City's investment strategy is active. Given this strategy, the basis used by the Treasurer to determine whether market yields are being achieved by investments other than those in the PTIF will be the monthly yield of the PTIF.

**O. Reporting**

The Treasurer shall provide to the City Council quarterly investment reports which provide a clear picture of the current status of the investment portfolio. The quarterly reports should contain the following:

1. A listing of individual securities held at the end of the reporting period
2. Average life and final maturity of all investments listed

3. Coupon, discount, or earnings rate
4. Par Value, Amortized Book Value and Market Value
5. Percentage of the portfolio represented by each investment category

The City's annual financial audit shall report the City's portfolio in a manner consistent with the Governmental Accounting Standards Board (GASB) market based requirements that go into effect in June of 1997.

**P. Investment Policy Adoption**

As part of its two-year budget process, the City Council shall adopt the investment policy every two years.

## **PART IV - SALVAGE POLICY**

This policy establishes specific procedures and instructions for the disposition of surplus property. Surplus property is defined as any property that a department no longer needs for their day to day operations.

Personal Property of Park City Municipal Corporation is a fixed asset. It is important that accurate accounting of fixed assets is current. Personal property, as defined by this policy will include, but not limited to rolling stock, machinery, furniture, tools, and electronic equipment. This property has been purchased with public money. It is important that the funds derived from the sale be accounted for as disposed property.

**A. Responsibility for Property Inventory Control**

It is the responsibilities of the Finance Manager to maintain an inventory for all personal property. The Finance Manager will be responsible for the disposition of all personal property. The Finance Manager will assist in the disposition of all personal property.

**B. Disposition of an Asset**

Department heads shall identify surplus personal property within the possession of their departments and report such property to the Finance Manager for consideration. The department head should clearly identify age, value, comprehensive description, condition and location. The Finance Manager will notify departments sixty (60) days in advance of pending surplus property sales.

**C. Conveyance for Value**

The transfer of City-owned personal property shall be the responsibility of the Finance Manager. Conveyance of property shall be based upon the highest and best economic return to the City, except that surplus City-owned property may be offered preferentially to units of government, non-profit or public organizations. The highest and best economic return to the city shall be estimated by one or more of the following methods in priority order:

1. Public auction
2. Sealed competitive bids
3. Evaluation by qualified and disinterested consultant
4. Professional publications and valuation services
5. Informal market survey by the Finance Manager in case of items of personal property possessing readily, discernable market value

Sales of City personal property shall be based, whenever possible, upon competitive sealed bids or at public auction. Public auctions may be conducted on-site or through an internet-based auction site at the determination of the Finance Manager. The Finance Manager may, however waive this requirement when the value of the property has been estimated by an alternate method specified as follows:

1. The value of the property is considered negligible in relation to the cost of sale by bid or public auction;
2. Sale by bidding procedure or public auction are deemed unlikely to produce a competitive bid;
3. Circumstances indicate that bidding or sale at public auction will not be in the best interest of the City; or,
4. The value of the property is less than \$50.

In all cases the City will maintain the right to reject any or all bids or offers.

**D. Revenue**

All monies derived from the sale of personal property shall be credited to the general fund of the City, unless the property was purchased with money derived from an enterprise fund, or an internal service fund, in which case, the money shall be deposited in the general revenue account of the enterprise or internal service fund from which the original purchase was made.

**E. Advertising Sealed Bids**

A notice of intent to dispose of surplus City property shall appear in two separate publications at least one week in advance in the Park Record. Notices shall also be posted at the public information bulletin board at Marsac.

**F. Employee Participation**

City employees and their direct family members are not eligible to participate in the disposal of surplus property unless;

1. Property is offered at public auction
2. If sealed bids are required and no bids are received from general public, a re-bidding may occur with employee participation

**G. Surplus Property Exclusion**

The Park City Library receives property, books, magazines, and other items as donations from the public. Books, magazines, software, and other items can be disposed from the library's general collection through the Friends of the Library. The Friends of the Library is a nonprofit organization which sponsors an ongoing public sale open to the public located at the public Library for Park City residents.

**H. Compliance**

Failure to comply with any part of this policy may result in disciplinary action.

## **PART V - COMPREHENSIVE FINANCIAL MANAGEMENT PLAN**

To provide the City with the opportunity to identify and resolve financial problems before, rather than after, they occur, the City intends to develop a strategy for fiscal independence. The proposed outline for this plan is below.

**A. Scope of Plan**

1. A financial review, including the following:
  - a. Cost-allocation plan
  - b. Revenue handbook (identifying current and potential revenues)
  - c. City financial trends (revenues & expenditures)
  - d. Performance Measures and Benchmarks
2. Budget reserve policies
3. Long Range Capital Improvement Plan
  - a. Project identification and prioritization
  - b. CIP financing plan
4. Rate and fee increases
5. Other related and contributing plans and policies
  - a. Water Management
  - b. Flood Management
  - c. Parking Management
  - d. Budget
  - e. Pavement Management
  - f. Property Management
  - g. Facilities Master Plan
  - h. Recreation Master Plan

**B. Assumptions**

1. Growth
  - a. Population
  - b. Resort
2. Inflation
3. Current service levels
  - a. Are they adequate?
  - b. Are they adequately funded?
4. Minimum reserve levels (fund balances)
5. Property tax increases (When?)

**C. Findings, Conclusions, and Recommendations**

1. Current financial condition and trends
2. Capital Improvement Program
3. Projected financial trends
4. General operations
5. Capital improvements
6. Debt management

**PART VI - RESERVES**

**A. General Overview:**

1. Over the next two years the City will do the following:
  - a. Maintain the General Fund Balance at approximately the legal maximum.
  - b. Continue to fund the Equipment Replacement Fund at 100%.
  - c. Strive to build a balance in the Enterprise Funds equal to at least 20% of operating expenditures.

This level is considered the minimum level necessary to maintain the City's credit worthiness and to adequately provide for the following:

- a. Economic uncertainties, local disasters, and other financial hardships or downturns in the local or national economy.
  - b. Contingencies for unseen operating or capital needs.
  - c. Cash flow requirements.
2. The Council may designate specific fund balance levels for future development of capital projects that it has determined to be in the best long-term interests of the City.
3. In addition to the designations noted above, fund balance levels will be sufficient to meet the following:
  - a. Funding requirements for projects approved in prior years that are carried forward into the new year.
  - b. Debt service reserve requirements.
  - c. Reserves for encumbrances
  - d. Other reserves or designations required by contractual obligations or generally accepted accounting principles.
4. In the General Fund, any fund balance in excess of projected balance at year end will be appropriated to the current year budget as necessary. The money will be allocated to building the reserve for capital expenditures, including funding equipment replacement reserves and other capital projects determined to be in the best long-term interest of the City.

**B. General Fund:**

1. Section 10-6-116 of the Utah Code limits the accumulated balance or reserves that may be retained in the General Fund. The use of the balance is restricted as well. With the advent of Senate Bill 158 from the 2013 General Session, the maximum balance retained allowed increased from 18 percent to 25 percent of total, estimated, fund revenues and may be used for the following purposes only: (1) to provide working capital to finance expenditures from the beginning of the budget year until other revenue sources are collected; (2) to provide resources to meet emergency expenditures in the event of fire, flood, earthquake, etc.; and (3) to cover a pending year-end excess of expenditures over revenues from unavoidable shortfalls in revenues. For budget purposes, any balance that is greater than 5 percent of the total revenues of the General Fund may be used. The General Fund balance reserve is a very important factor in the City's ability

to respond to emergencies and unavoidable revenue shortfalls. Alternative uses of the excess fund balance must be carefully weighed.

The City Council may appropriate fund balance as needed to balance the budget for the current fiscal year in compliance with State Law. Second, a provision will be made to transfer any remaining General Fund balance to the City's CIP Fund. These one-time revenues are designated to be used for one-time capital project needs in the City's Five Year CIP plan. Any amount above an anticipated surplus will be dedicated to completing current projects, ensuring the maintenance of existing infrastructure, or securing funding for previously-identified needs. The revenues should not be used for new capital projects or programming needs.

### **C. Capital Improvements Fund**

1. The City may, in any budget year, appropriate from estimated revenues or fund balances to a reserve for capital improvements for the purpose of financing future specific capital improvements under a formal long-range capital plan adopted by the governing body. Thus the City will establish and maintain an Equipment Replacement Capital Improvement Fund to provide a means for timely replacement of vehicles and equipment. The amount added to this fund, by annual appropriation, will be the amount required to maintain the fund at the approved level after credit for the sale of surplus equipment and interest earned by the fund.
2. As allowed by Utah State Code (§ 9-4-914) the City will retain at least \$5 million in the Five-Year CIP, ensuring the ability to repay bond obligations as well as maintain a high bond rating. The importance of reserves from a credit standpoint is essential, especially during times of economic uncertainty. Reserves will provide a measure of financial flexibility to react to budget shortfalls in a timely manner as well as an increased ability to issue debt without insurance.

### **D. Enterprise Funds**

1. The City may accumulate funds as it deems appropriate.

## **CHAPTER 3 - CAPITAL IMPROVEMENTS**

### **PART I - CAPITAL IMPROVEMENT MANAGEMENT**

#### **A.** The public Capital Improvement Plan (CIP) will include the following:

1. Public improvements that cost more than \$10,000.
2. Capital purchases of new vehicles or equipment (other than the replacement of existing vehicles or equipment) that cost more than \$10,000.
3. Capital replacement of vehicles or equipment that individually cost more than \$50,000.
4. Any project that is to be funded from building-related impact fees.
5. Alteration, ordinary repair, or maintenance necessary to preserve a public improvement (other than vehicles or equipment) that cost more than \$20,000.

- B.** The purpose of the CIP is to systematically plan, schedule, and finance capital projects to ensure cost-effectiveness, as well as conformance with established policies. The CIP is a five year plan, reflecting a balance between capital replacement projects that repair, replace, or enhance existing facilities, equipment or infrastructure and capital facility projects that significantly expand or add to the City's existing fixed assets.
- C.** Development impact fees are collected and used to offset certain direct impacts of new construction in Park City. Park City has imposed impact fees since the early 1980s. Following Governor Leavitt's veto of Senate Bill 95, the 1995 State Legislature approved revised legislation to define the use of fees imposed to mitigate the impact of new development. Park City's fees were adjusted to conform to restrictions on their use. The fees were revised again by the legislature in 1997. The City has conducted an impact fee study and CIP reflects the findings of the study. During the budget review process, adjustments to impact fee related projects may need to be made. Fees are collected to pay for capital facilities owned and operated by the City (including land and water rights) and to address impacts of new development on the following service areas: water, streets, public safety, recreation, and open space/parks. The fees are not used for general operation or maintenance. The fees are established following a systematic assessment of the capital facilities required to serve new development. The city will account for these fees to ensure that they are spent within six years, and only for eligible capital facilities. In general, the fees first collected will be the first spent.

## **PART II - CAPITAL FINANCING AND DEBT MANAGEMENT**

### **Capital Financing**

- A.** The City will consider the use of debt financing only for one-time, capital improvement projects and only under the following circumstances:
  - 1. When the project's useful life will exceed the term of the financing.
  - 2. When project revenues or specific resources will be sufficient to service the long-term debt.
- B.** Debt financing will not be considered appropriate for any recurring purpose such as current operating and maintenance expenditures. The issuance of short-term instruments such as revenue, tax, or bond anticipation notes is excluded from this limitation.
- C.** Capital improvements will be financed primarily through user fees, service charges, assessments, special taxes, or developer agreements when benefits can be specifically attributed to users of the facility.
- D.** The City recently passed a second bond election for \$10,000,000 to preserve Open Space in Park City. This bond was the second general obligation bond passed in five years and represents the second general obligation bond passed by the city for Open Space with an approval rate of over 80 percent, the highest approval of any Open Space Bond in the United States.

- E.** The City will use the following criteria to evaluate pay-as-you-go versus long-term financing for capital improvement funding:
1. Factors That Favor Pay-As-You-Go:
    - a. When current revenues and adequate fund balances are available or when project phasing can be accomplished.
    - b. When debt levels adversely affect the City's credit rating.
    - c. When market conditions are unstable or present difficulties in marketing.
  2. Factors That Favor Long-Term Financing:
    - a. When revenues available for debt service are deemed to be sufficient and reliable so that long-term financing can be marketed with investment grade credit ratings.
    - b. When the project securing the financing is of the type which will support an investment grade credit rating.
    - c. When market conditions present favorable interest rates and demand for City financing.
    - d. When a project is mandated by state or federal requirements and current revenues and available fund balances are insufficient.
    - e. When the project is immediately required to meet or relieve capacity needs.
    - f. When the life of the project or asset financed is 10 years or longer.

## **PART III - ASSET MANAGEMENT POLICY**

### **A. Purpose**

The objective of the Asset Management Plan is to establish a fund and a fixed replenishment amount from operations revenues to that fund from which the City may draw for replacement, renewal, and major improvements of capital facilities. The fund should be sufficient to ensure that assets are effectively and efficiently supporting the operations and objectives of the City. The Asset Management Plan is an integral part of the City's long-term plan to replace and renew the City's primary assets in a fiscally responsible manner.

#### **Goals of the Program:**

1. Protect assets
2. Prolong the life of systems and components
3. Improve the comfort of building environments
4. Prepare for future needs

### **B. Management**

A project is designated in the Five-year capital plan to which annual contributions are made from the General Fund for asset management. The amount to be contributed should be based on a 10-year plan, to be updated every fifth year, which outlines the anticipated replacement and repair needs for each of the City's major assets. In addition, 0.5 percent of the value of each of the major assets should be contributed annually to

the project. The unspent contributions will carry forward in the budget each year, with the interest earned on that amount to be appropriated to the project as well.

A project manager will be appointed by the City Manager, with the responsibility of monitoring the progress of the fund, assuring a sufficient balance for the fund, controlling expenditures out of the fund, managing scheduled projects and associated contracts, making necessary budget requests, and updating the 10-year plan. In addition, a standing committee should be formed consisting of representatives from Public Works, Budget, Debt & Grants, and Sustainability which will convene only to resolve future issues or disputes involving this policy, requests for funding, or the Asset Management Plan in general.

**C. Accessing Funds**

When funds need to be accessed, a request should be turned in to the project manager. If the expense is on the replacement schedule as outlined in the 10-year plan or is a reasonably related expense under \$10,000 (according to the discretion of the project manager), the project manager should approve it. Otherwise, the Asset Management Committee should be convened to consider the request and decide whether it is an appropriate use of funds.

Requests that should require approval of the Asset Management Committee include:

1. Expenses not anticipated in the 10-year plan, which are in excess of \$10,000.
2. Upgrades in technology or quality
3. Renovations, additions, or improvements that incorporate non-existing assets

## **PART IV - NEIGHBOURHOOD CIP REQUESTS POLICY**

Staff will use this policy for considering and prioritizing CIP requests from Park City neighborhood and business districts.

**A. Submission of petition to the Executive Office**

1. Must be from a representative number of households/businesses of a given subdivision, business district, or a registered owners association. Accurate contact information and names of each petitioner must be provided along with designation of one primary contact person or agent.
2. Define Boundary - Who does the petition represent? Is it inclusive to a specific neighborhood or business district? Explain why assessment area should be limited or expanded.
3. Define issues - What is being requested?
4. Deadline – In order to be considered for the upcoming fiscal year, the petition must be submitted by the end of the calendar year.

**B. Initial Internal Review**

1. Identify staff project manager.
2. Present petition to Traffic Calming & Neighborhood Assessment Committee. Meeting called within one month of petition being submitted.

3. Define and verify appropriate, basic levels of service are being provided. If they are not, provide:
  - a. Health, safety, welfare
  - b. Staff's available resources and relative workload
  - c. Minimum budget thresholds not exceeded (below \$20k pre-budgeted – no council approval needed)
4. Define enhanced levels of service that are requested. Are these consistent with Council goals and priorities? If so, continue to step # 3.

**C. Initial Communication to Council (Managers Report)**

1. Inform Council of request for assistance - outlines specific issues/requests.
2. Inform Council of any basic service(s) Staff has begun to provide.
3. No input or direction from Council will be requested at this time.

**D. Comprehensive Internal Review**

1. Assemble background/history & existing conditions. Identify all participants, relevant City ordinances, approval timeline, other pertinent agreements/studies & factors, etc.
2. Criteria to analyze request - What should be done and with what rationale?
  - a. Verify requested services are consistent with Council goals and priorities.
  - b. Cost/Benefit Analysis - Define budgetary implications of providing Enhanced level of services:
    - i. Define need & costs for any additional technical review
    - ii. Define initial capital improvement costs
    - iii. Define annual, ongoing maintenance and operational costs
    - iv. Gather input from City department identified as responsible for each individual item as listed
    - v. Identify available resources & relative workload

**E. Initiate Public Forum (Applicant & Staff partnership)**

1. Neighborhood meeting(s) - Create consensus from petitioner and general public
2. Identify issues and potential solutions:
  - a. Identify what we can accomplish based on funding availability
  - b. Use cost/benefit analysis to prioritize applicant's wish list
  - c. Funding partner – any district that receives “enhanced” levels of service should be an active participant in funding or, participate in identification of a funding source other than City budget
3. Identify agreeable solutions suited for recommendation for funding assistance

**F. Communication to Council (Work Session or Managers Report)**

1. Receive authorization for technical review - using “outside” consultants if necessary
2. Identify prioritized project wish list (unfunded)
3. Identify funding source for each item; or move to CIP committee review as “yet to be funded project” for prioritization comparison

4. Council decision whether or not to include in budget
5. Spring of each year, consistent with budget policies of reviewing all new requests at once.

## **CHAPTER 4 - INTERNAL SERVICE POLICY**

### **PART I - HUMAN RESOURCE MANAGEMENT**

- A.** The City will manage the growth of the regular employee work force without reducing levels of service or augmenting ongoing regular programs with Seasonal employees, except as provided in sections E and F below.
- B.** The budget will fully appropriate the resources needed for authorized regular staffing and limit programs to the regular staffing authorized.
- C.** Staffing and contract service cost ceilings will limit total expenditures for regular employees, Part-time Non-Benefited employees, Seasonal employees, and independent contractors hired to provide operating and maintenance services.
- D.** Regular employees will be the core work force and the preferred means of staffing ongoing, year-round program activities that should be performed by City employees, rather than independent contractors. The City will strive to provide competitive compensation and benefit schedules for its authorized regular work force. Each regular employee will do the following:
  1. Fill an authorized regular position.
  2. Receive salary and benefits consistent with the compensation plan.
- E.** To manage the growth of the regular work force and overall staffing costs, the City will follow these procedures:
  1. The City Council will authorize all regular positions.
  2. The Human Resources Department will coordinate and approve the hiring of all Full-time Regular, Part-time Non-Benefited, and Seasonal employees.
  3. All requests for additional regular positions will include evaluations of the following:
    - a. The necessity, term, and expected results of the proposed activity.
    - b. Staffing and materials costs including salary, benefits, equipment, uniforms, clerical support, and facilities.
    - c. The ability of private industry to provide the proposed service.
    - d. Additional revenues or cost savings that may be realized.
  4. Periodically, and prior to any request for additional regular positions, programs will be evaluated to determine if they can be accomplished with fewer regular employees.
- F.** Part-time Non-Benefited and Seasonal employees will include all employees other than regular employees, elected officials, and volunteers. Part-time Non-Benefited and Seasonal employees will augment regular City staffing only as extra-help employees.

The City will encourage the use of Part-time Non-Benefited and Seasonal employees to meet peak workload requirements, fill interim vacancies, and accomplish tasks where less than regular, year-round staffing is required.

- G.** Contract employees will be defined as temporary employees with written contracts and may receive approved benefits depending on hourly requirements and length of contract. Generally, contract employees will be used for medium-term projects (generally between six months and two years), programs, or activities requiring specialized or augmented levels of staffing for a specific period of time. Contract employees will occasionally be used to staff programs with unusual operational characteristics or certification requirements, such as the golf program. The services of contract employees will be discontinued upon completion of the assigned project, program, or activity. Accordingly, contract employees will not be used for services that are anticipated to be delivered on an ongoing basis except as described above.
- H.** The hiring of Seasonal employees will not be used as an incremental method for expanding the City's regular work force.
- I.** Independent contractors will not be considered City employees. Independent contractors may be used in the following two situations:
  - 1. Short-term, peak work load assignments to be accomplished through the use of personnel contracted through an outside temporary employment agency (OEA). In this situation, it is anticipated that the work of OEA employees will be closely monitored by City staff and minimal training will be required; however, they will always be considered the employees of the OEA, and not the City. All placements through an OEA will be coordinated through the Human Resources Department and subject to the approval of the Human Resources Manager.
  - 2. Construction of public works projects and the provision of operating, maintenance, or specialized professional services not routinely performed by City employees. Such services will be provided without close supervision by City staff, and the required methods, skills, and equipment will generally be determined and provided by the contractor.

## **PART II - PROGRAM AND RESOURCE ANALYSIS**

**(Note – The Program and Resource Analysis was completed in FY 2002. The following information constitutes the final report and includes all of the major recommendations. It is included in the Policies and Objectives as a guide for future decisions.)**

The City Council has financial planning as a top priority. This goal includes “identifying and resolving financial problems before, rather than after, they occur.” During the FY2001 budget process, Council directed staff to conduct a citywide analysis of the services and programs the City offers. The purpose of the Program and Resource Analysis is to provide a basis for understanding and implementing long-term financial planning for Park City Municipal Corporation (PCMC). The study has and will continue to inform the community of the fiscal issues facing the City and to provide Council and the community with tools to help make critical policy decisions for Park City’s future.

The Program and Resource Analysis was split into six topics, with an employee task force responsible for each topic. In total, more than 40 employees volunteered and participated in the analysis, representing every department in the City. Each task force included about six employees and was chaired by a senior or mid-manager.

The Employee Steering Committee (ESC) was formed to coordinate with the various committees to insure no overlap occurred and to provide assistance in reviewing policy recommendations. In addition to employees of PCMC, members of the Citizens Technical Advisory Committee (CTAC) and of the City Council Liaison Committee (CCLC) were instrumental with the study.

CTAC consists of three representatives from the community to examine staff recommendations and to be a link between staff and the citizens of Park City. At the time of the original study this group worked with Program Service Level and Expenditure Committee (SLAC), the Recreation Report, and ESC. They advised these groups by providing an outside professional perspective that enriched discussions and add private sector insight. Since that time Council has continued to use the expertise of CTAC. Staff recommends that when appropriate, Council should appoint technical committees such as CTAC to assist with projects and analysis.

The CCLC was made up of two City Council members who served as liaisons between the City Council and the ESC. They attended ESC meetings and were able to comment and question the various group representatives on the ESC.

**The six topics covered by this study are outlined and summarized below.**

**Resort Economy and General Plan Element (A)**

This group examined the local economy and how it affects municipal finances and presented an update of the City General Plan.

**Program Service Levels and Expenditures (B)**

This group assessed the services, programs, and departments to analyze citywide increases in costs as they relate to the growth in the economy. It identified the services provided by Park City. After the analysis, the group was able to provide City Council with information regarding the level and scope of services provided by the City in the past and present, so as to change future expenditure patterns to better meet the needs of the City. (This particular analysis was instrumental in the development of Park City's current Performance Measurement program.)

**Revenues and Assets (C)**

This group examined PCMC's current and potential revenue sources. To do this analysis, it reviewed long-range revenue forecasts and policies and considered how the city could use its assets to maximize output. Some of the specific areas it looked at were taxes, economic impacts from special events, and general fund services fees.

**Capital Improvement Program (CIP) (D)**

This group reviewed all the CIP project funding. It determined whether current project priorities that were identified through a comprehensive public prioritization process in 1999 are still appropriate. It ranked new projects to be added to the CIP and identified projects to be completed prior to the Olympics.

**Intergovernmental Programs (E)**

This group focused on the current and potential interactions of PCMC with other agencies. It did the following: (1) examined how well the interlocal agreements worked and about developing guidelines for such agreements, (2) determined whether PCMC should combine services and functions, and (3) addressed the creation of a policy that establishes a process for grants application and administration.

### **Non-Departmental/Inter-fund (F)**

This group had two primary tasks. The first was to review the interaction between different City funds, which resulted in participation on the Recreation Fund Study Subcommittee. The second was to be responsible for making a recommendation to the City Manager regarding the two-year pay plan.

The Steering Committee for the Program and Resource Analysis recommended that the Council consider the following conclusions and policy recommendations as part of the budget process. The findings were subsequently included as a permanent part of the Budget Document and will continue to serve as guidance for future decisions.

#### **A. Resort Economy and General Plan Element**

Resort Economy: Wikstrom Economic & Planning Consultants conducted a study in 2000 showing that Park City is indeed a resort economy and receives more in revenues from tourism than it spends on tourists. The Wikstrom Report states the following (the report was updated in 2003 and reflects current figures):

Tourist-related revenues already outpace tourist-related expenditures in Park City, even without increasing tourist revenue streams. Our analysis indicates that visitors generate roughly 71 percent of all general fund revenues (not including inter-fund transactions), while roughly 40 percent of general fund expenditures are attributable to tourists. Therefore, based on information provided by the Utah League of Cities and Towns, Park City currently expends roughly \$3,561 for each existing full-time resident for selected services. Seventy one percent of this revenue, or \$2,528 per capita, is attributable to tourists, while forty percent, or \$1,424 goes to tourist-related costs, leaving a net gain of \$1,104 per capita that pays for activities that are not tourist-related. This benefit is seen in such areas as road maintenance, snow removal, libraries, technology and telecommunications, community and economic development, police services and golf and recreation programs. With an estimated population of 8,500 persons, Park City receives a direct net benefit of nearly \$9 million from tourism.

Staff recommends Council take actions that preserve or enhance Park City's resort economy.

#### **B. Program Service Levels and Expenditures**

1. New/growth related service levels: Provision of new/growth related services should be offset with new or growth related revenues or a corresponding reduction in service costs in other areas.
2. Fee Dependent Services: If fees do not cover the services provided, Council should consider which of the following actions to take: (1) reduce services; (2)

- increase fees; or (3) determine the appropriate subsidy level of the General Fund.
3. Consider all requests at once: Council should consider requests for service level enhancements or increases together, rather than in isolation.
  4. Consider ongoing costs associated with one-time purchases/expenditures: Significant ongoing costs, such as insurance, taxes, utilities, and maintenance should be determined before an initial purchase is made or a capital project is constructed. Capital and program decisions should not be made until staff has provided a five-year analysis of ongoing maintenance and operational costs.
  5. Re-evaluate decisions: Political, economic, and legal changes necessitate reevaluation to ensure Council goals are being met. Staff and Council should use the first year of the two-year budget process to review programs.
  6. Analyze the people served: With a changing population, staff should periodically reassess the number of people (permanent residents' verses visitor population) served with each program.
  7. Evaluate the role of boards and commissions relating to service levels: The City Council should encourage boards and commissions to consider the economic impacts of recommendations and incorporate findings into policy direction.
  8. New service implementation: Prior to implementing a new service, the City Council should consider a full assessment of staffing and funding requirements.
  9. Provide clear City Council direction: City Council should achieve a clear consensus and provide specific direction before enhancing or expanding service.
  10. Benchmarking and performance measurement: The City should strive to measure its output and performance. Some departments have established performance measures.

### **C. Revenues and Assets**

1. Building and Planning Fees: Staff has identified revenues that can be increased, and recommends increasing building and planning fees this year.
2. Sewer Franchise Fee: Staff recommends imposing a franchise fee on the sewer district. The City can charge up to a 6 percent franchise fee on the sewer district.
3. Other revenues: Staff has identified the following as additional General Fund revenues, but does not recommend an increase at this time (Transit Room Tax, Sales Tax, and Property Tax).
4. Special Events: Staff does not recommend increasing fees for special events.
5. Assets: Although Staff identified assets that could be sold; it does not recommend a sale of assets at this time.

### **D. Capital Improvement Program**

1. Prioritized capital projects: Council should adopt the prioritized capital projects during the budget process.
2. Project manager for each capital project: Staff recommends each capital project to be assigned to a project manager at the manager level (unless otherwise directed).
3. Peer review: Staff recommends managers and related agencies offer appropriate peer review to identify and to plan for operating costs before projects are taken to Council.

4. Value Engineering: Staff recommends maintaining a dialogue with suppliers, contractors, and designers to ensure cost-effective projects.
5. Projects with a possible art component: Staff recommends the project manager to determine the necessity, selection, and placement of art on a project by project basis as funding, timing, complexity, and appropriateness may warrant.

**E. Intergovernmental Programs**

1. Regional Transit: The City should participate in the development of a regional transit action plan.
2. Recreation MOU: The City should decide whether to renew the Memorandum of Understanding with Snyderville Basin Recreation District or to discontinue it.
3. Communications: Staff recommends the decision of whether to combine Park City's and Summit County's communications systems be postponed until a decision on the City's role in the Countywide Communications Study is made.
4. Grants Policy: Staff recommends Council adopts a budget policy, outlining a comprehensive grants process that insures continuity in grants administration and access to alternative sources of funding.

**F. Non-Departmental/Inter-fund**

1. Employee Compensation Plan: Staff recommends Council adopt the pay plan as presented in this budget.
2. Recreation Fund: Staff endorses the findings and recommendations of the Recreation Analysis completed in February 2001.
3. Water Fund: Staff recommends a focus group be formed in the near future to research the feasibility of implementing a franchise tax on water usage.
4. Self Insurance Fund: Staff recommends leaving the reserve as it currently is, but consider using the reserve fund to pay insurance premiums, rather than using inter-fund transfers from each of the operating budgets. This recommendation has been implemented.

**G. Recreation Analysis**

1. Fund Structure: The Wikstrom Report recommends continuing to use the enterprise fund if cost allocation procedures are established that clearly track the use of subsidy monies and individual program costs.
2. Indirect Costs: The Wikstrom Report recommends further evaluation of indirect costs, since present accounting methods do not clearly do so.
3. Adult Programs: The report identified adult programs as an area where policy direction should be received. Specifically, should all adult programs be required to cover their direct costs and indirect costs? Should all adult programs be held to the same standard of cost recovery, or should some programs be required to recover a higher level of costs than others? What level of subsidy is appropriate, on a per user basis, for adult programs? At what point should an existing adult program be eliminated? What criteria should be used in this decision?
4. CTAC Adult Programming: CTAC questioned the practice of subsidizing adult programs. A recommendation came forward from that group suggesting that all youth activities be moved into the General Fund with adult programs remaining in the enterprise fund without a subsidy.

5. Youth Programs: Should all youth programs be held to the same standard of cost recovery, or should some programs be required to recover a higher level of costs than others? What level of subsidy is appropriate, on a per user basis, for youth programs? Is the City willing to subsidize indirect costs of SBRD youth participants in order to increase the quality of life for Park City youth? At what point should an existing youth program be eliminated? What criteria should be used in this decision? Should all youth programs be held to the same standard or should there be a different standard for team sports as opposed to individual sports such as tennis or swimming?
6. Potential Revenue and Capital Funding Alternatives: Currently capital replacement of the Recreation Facility is funded with an unidentified revenue source. Wikstrom posed several policy questions intended to more fully understand this issue, such as the following: Is the City willing to institute a municipal transient room tax with a portion of the revenues dedicated to funding recreation? Is the City willing to request an increase in the resort tax to the legal limit of 1.5 percent, which is a ballot issue and requires voter approval? Is the City willing to request voter approval for a general obligation bond in the amount of roughly \$2 million?

#### **H. Miscellaneous Analysis**

1. A comprehensive analysis on the Water Fund is currently underway. The study includes a rate study and fee analysis. The intent of the study is to insure the City has the ability to provide for the present and future water needs (This analysis was updated in 2003 and again in 2004. The City Manager's recommended budget for FY 2005 will incorporate changes to the Water Fund as a result.)
2. Analyses to establish market levels and to study the financial condition of the Golf Fund were conducted in 2000 and 2001. An evaluation of the fund by Staff in spring 2004 revealed that additional changes to fees and expenditures are necessary. Staff will also conduct an in-depth analysis of the course and its operations (including a discussion of the course's underlying philosophy) beginning later this summer.

### **PART III - COST ALLOCATION PLAN**

The City has developed a Cost Allocation Plan detailing the current costs of services to internal users (e.g., fees, rates, user charges, grants, etc.). This plan was developed in recognition of the need to identify overhead or indirect costs, allocated to enterprise funds and grants and to develop a program which will match revenue against expenses for general fund departments which have user charges, regulatory fees, licenses, or permits. This plan will be used as the basis for determining the administrative charge to enterprise operations and capital improvement projects.

Anticipated future actions include the following:

- A. Maintain a computerized system (driven from the City's budget system) that utilizes the basic concepts and methods used in cost allocation plans.
- B. Fine-tune the methods of cost allocation to ensure the fair and equitable distribution of cost.

- C. Develop guidelines for the use and maintenance of the plan.
  - 1. Long Range Capital Improvement Plan
    - a. Project identification and prioritization
    - b. CIP financing plan
  - 2. Rate and fee increases
  - 3. Other related and contributing plans and policies
    - a. Water Management
    - b. Flood Management
    - c. Parking Management

## **CHAPTER 5 - CONTRACTS & PURCHASING POLICY**

### **PART I - PUBLIC SERVICE CONTRACTS (AMENDED JUNE 2004)**

As part of the budget process, the City Council appropriates funds to contract with organizations offering services consistent with the needs and goals of the City. Depending upon the type of service category, payment terms of the contracts may take the form of cash payment and/or offset fees or rent relating to City property in exchange for value-in-kind services. The use of the public service contracts will typically be for specific services rendered in an amount consistent with the current fair market value of said services.

#### **A. Public Service Fund Distribution Criteria**

In order to be eligible for a public service contract in Fund Categories 1-3, organizations must meet the following criteria:

- 1. **Criterion 1: Accountability and Sustainability of Organization** - The organization must have the following:
  - a. Quantifiable goals and objectives.
  - b. Non-discrimination in providing programs or services.
  - c. Cooperation with existing related programs and community service.
  - d. Compliance with the City contract.
  - e. Federally recognized not-for-profit status.
- 2. **Criterion 2: Program Need and Specific City Benefit** - The organization must have the following:
  - a. A clear demonstration of public benefit and provision of direct services to City residents.
  - b. A demonstrated need for the program or activity. Special Service Funds may not be used for one-time events, scholarship-type activities or the purchase of equipment.
- 3. **Criterion 3: Fiscal Stability and Other Financial Support** - The organization must have the following:

- a. A clear description of how public funds will be used and accounted for
  - b. Other funding sources that can be used to leverage resources.
  - c. A sound financial plan that demonstrates managerial and fiscal competence.
  - d. A history of performing in a financially competent manner.
4. **Criterion 4: Fair Market Value of the Services** - The fair market value of services included in the public service contract should equal or exceed the total amount of compensation from the City unless outweighed by demonstrated intangible benefits.

**B. Total Public Service Fund Appropriations**

The City may appropriate up to 1 percent of the City's total budget for public service contracts for the Special Service Contract and Rent Contribution Categories described below. In addition, the City appropriates specific dollar amounts from other funds specifically related to Historic Preservation as described below.

**C. Fund Categories and Percentage Allocations**

For the purpose of distributing Public Service Funds, public service contracts are placed into the following categories:

1. **Special Service Contracts**
  - a. Youth Programming
  - b. Victim Advocacy/Legal Services
  - c. Arts
  - d. Health
  - e. Affordable Housing/Community Services
  - f. Recycling
  - g. History/Heritage
  - h. Information and Tourist Services
2. **Rent Contribution**
3. **Historic Preservation**

A percentage of the total budget (which shall not exceed 1 percent) is allocated for contracts in the Special Service Contract and Rent Contribution categories by the City Council. A specific dollar amount is allocated to Historic Preservation based on funds available from the various Redevelopment Agencies.

The category percentage allocation does not vary from year-to-year. However, as the City's budget fluctuates (up or down) due to economic conditions, the dollar amounts applied to each category may fluctuate proportionally. Unspent fund balances at the end of a year will not be carried forward to future years. It is the intent of the City Council to appropriate funds for specific ongoing community services and not fund one-time projects or programs.

**D. Special Service Contracts**

A portion of the budget will be designated for service contracts relating to services that would otherwise be provided by the City. Special services that fall into this category would include, but not be limited to the following: youth programming, victim advocacy/legal services, arts, health, affordable housing/community services, recycling,

history/heritage, information and tourist services, and minority affairs. To the extent possible, individual special services will be delineated in the budget.

Service providers are eligible to apply for a special service contract every biennial budget process. The City will award special service contracts through a competitive bid process administered by the Service Contract Subcommittee and City Staff. The City reserves the right to accept, reject, or rebid any service contracts that are not deemed to meet the needs of the community or the contractual goals of the service contract.

Each special service provider will have a special service contract with a term of two years. Half of the total contract amount will be available each year. Eighty percent of each annual appropriation will be available at the beginning of the fiscal year, with the remaining 20 percent to be distributed upon demonstration through measures (quality and quantity) that the program has provided public services meeting its goals as delineated in the public service contract. The disbursement of all appropriations will be contingent upon council approval. Special service providers will be required to submit current budgets and evidence of contract compliance (as determined by the contract) by March 31 of the first contract year.

The City reserves the right to appoint a citizen's task force to assist in the competitive selection process. The task force will be selected on an ad hoc basis by the Service Contract Subcommittee.

All special service contract proposals must be consistent with the criteria listed in this policy, in particular criterion 1-4.

**Youth Contracts:** In addition to the above listed criteria, proposals for Youth Programming must meet the following requirements: (1) Provide a service to or enhancement of youth programs in the Park City community; and (2) Constitute a benefit to Park City area youth, community interests, and needs. Youth Programming funds must be used to benefit Park City area youth Citywide; this may be accomplished through one service contract or by dividing the funds between several contracts.

**Deadlines:** All proposals for Special Service Contracts must be received no later than March 31. A competitive bidding process conducted according to the bidding guidelines of the City may set forth additional application requirements. If there are unallocated funds, extraordinary requests may be considered every six months during the two-year budget cycle, unless otherwise directed by Council.

Extraordinary requests received after this deadline must meet all of the following criteria to be considered:

1. The request must meet all of the normal Public Service Fund Distribution Criteria and qualify under one of the existing Special Service Contract categories;
2. The applicant must show that the requested funds represent an unexpected fiscal need that could not have been anticipated before the deadline; and
3. The applicant must demonstrate that other possible funding sources have been exhausted.

**E. Rent Contribution**

A portion of the Special Service Contract funds will be used as a rent contribution for organizations occupying City-owned property and providing services consistent with criterion 1-4 pursuant to the needs and goals of the City. To the extent possible, individual rent contributions will be delineated in the budget. Rent contributions will usually be memorialized by a lease agreement with a term of five years or less, unless otherwise approved by City Council.

The City is required to make rent contributions to the Park City Building Authority for buildings that it occupies. Qualified Organizations may enter into a lease with the City to occupy City space at a reduced rental rate pursuant to criterion 1-4. The difference between the reduced rental rate and the rate paid to the Park City Building Authority will be funded by the rent contribution amount. Rent Contribution lease agreements will not exceed five years in length unless otherwise directed by the City Council. Please note that this policy only applies when a reduced rental rate is being offered. This policy does not apply to lease arrangements at "market" rates.

**F. Historic Preservation**

Each year, the City Council may appropriate a specific dollar amount relating to historic preservation. The City Council will appropriate the funding for these expenditures during the annual budget process. The funding source for this category is the Lower Park Avenue and Main Street RDA. The disbursement of the funds shall be administered pursuant to applications and criteria established by the Planning Department, and awarded by the City Council consistent with UCA § 17A-3-1303, as amended. In instances where another organization is involved, a contract delineating the services will be required.

**G. Exceptions**

Rent Contribution and Historic Preservation funds will be appropriated through processes separate from the biennial Special Service Contract process and when deemed necessary by City Council or its designee.

The Service Contract Sub-Committee has the discretion as to which categories individual organizations or endeavors are placed. Any percentage changes to the General Fund categories described above must be approved by the City Council. All final decisions relating to public service funding are at the discretion of the City Council.

Nothing in this policy shall create a binding contract or obligation of the City. Individual Service Contracts may vary from contract to contract at the discretion of the City Council. Any award of a service contract is valid only for the term specified therein and shall not constitute a promise of future award. The City Council reserves the right to reject any and all proposals, and to waive any technical deficiency at its sole discretion. Members of the City Council, the Service Contract Sub-Committee, and any Advisory Board, Commission or special committee with the power to make recommendations regarding Public Service Contracts are ineligible to apply for such Public Service Contracts, including historic preservation funds. City Departments are also ineligible to apply for Public Service Contracts. The ineligibility of Advisory Board, Commission and special committee members shall only apply to the category of Public Service Contracts that such advisory Board, Commission and special committee provides recommendations to the City Council. All submittals shall be public records in

accordance with government records regulations (“GRAMA”) unless otherwise designated by the applicant pursuant to UCA Section 63-2-308, as amended.

## **PART II - CONTRACTING AND PURCHASING POLICY**

### **A. Purpose**

These rules are intended to provide a systematic and uniform method of purchasing goods and services for the City. The purpose of these rules is to ensure that purchases made and services contracted are in the best interest of the public and acquired in a cost-effective manner.

**Authority of Manager:** The City Manager or designate shall be responsible for the following:

1. Ensure all purchases for services comply with these rules;
2. Review and approve all purchases of the City;
3. Establish and amend procedures for the efficient and economical management of the contracting and purchasing functions authorized by these rules. Such procedures shall be in writing and on file in the office of the manager as a public record;
4. Maintain accurate and sufficient records concerning all City purchases and contracts for services;
5. Maintain a list of contractors for public improvements and personal services who have made themselves known to the City and are interested in soliciting City business;
6. Make recommendations to the City Council concerning amendments to these rules.

### **B. Definitions**

**Building Improvement:** The construction or repair of a public building or structure (Utah Code 11-39-101).

**City:** Park City Municipal Corporation and all other reporting entities controlled by or dependent upon the City's governing body, the City Council.

**Contract:** An agreement for the continuous delivery of goods and/or services over a period of time greater than 15 days.

**CPI:** The Consumer Price Index for All Urban Consumers as published by the Bureau of Labor Statistics of the United States Department of Labor.

**Local Business:** a business having:

- a. A commercial office, store, distribution center or other place of business located within the boundaries of Summit County, with an intent to remain on a permanent basis;

- b. A current County or City business license; and
- c. At least one employee physically present at the local business outlet.

**Local Bidder:** A Local Business submitting a bid on a Park City Public Works Project or Building Improvement

**Manager:** City Manager or designee.

**Public Works Project:** The construction of a park, recreational facility, pipeline, culvert, dam, canal, or other system for water, sewage, storm water, or flood control (Utah Code 11-39-101). "Public Works Project" does not include the replacement or repair of existing infrastructure on private property (Utah Code 11-39-101), or emergency work, minor alteration, ordinary repair, or maintenance necessary to preserve a public improvement (such as lowering or repairing water mains; making connections with water mains; grading, repairing, or maintaining streets, sidewalks, bridges, culverts or conduits).

**Purchase:** The acquisition of goods (supplies, equipment, etc.) in a single transaction such that payment is made prior to receiving or upon receipt of the goods.

### C. **General Policy**

1. All City purchases for goods and services and contracts for goods and services shall be subject to these rules.
2. No contract or purchase shall be so arranged, fragmented, or divided with the purpose or intent to circumvent these rules. All thresholds specified in this policy are to be applied to the total cost of a contract over the entire term of the contract, as opposed to annualized amounts.
3. City departments shall not engage in any manner of barter or trade when procuring goods and services from entities both public and private.
4. No purchase shall be contracted for, or made, unless sufficient funds have been budgeted in the year in which funds have been appropriated.
5. Subject to federal, state, and local procurement laws when applicable, reasonable attempts should be made to support Park City businesses by purchasing goods and services through local vendors and service providers.
6. All reasonable attempts shall be made to publicize anticipated purchases or contracts in excess of \$15,000 to known vendors, contractors, and suppliers.
7. All reasonable attempts shall be made to obtain at least three written quotations on all purchases of capital assets and services in excess of \$15,000.
8. When it is advantageous to the City, annual contracts for services and supplies regularly purchased should be initiated.
9. All purchases and contracts must be approved by the manager or their designee unless otherwise specified in these rules.
10. All contracts for services shall be approved as to form by the city attorney.
11. The following items require City Council approval unless otherwise exempted in these following rules:
  - a. All contracts (as defined) **with cumulative total** over \$25,000
  - b. All contracts and purchases awarded through the formal bidding process.
  - c. Any item over \$15,000 that is not anticipated in the current budget.
  - d. Accumulated "Change Orders" which would overall increase a previously **council** approved contract by:
    - i. the lesser of 20% or \$25,000 for contracts of \$250,000 or less

- ii. more than 10% for contracts over \$250,000.
  - iii. any change order that causes the contract to exceed the above amounts, must go to council for approval.
- 12. Acquisition of the following Items must be awarded through the formal bidding process:
  - a. All contracts for building improvements over the amount specified by state code, specifically:
    - i. for the year 2003, \$40,000
    - ii. for each year after 2003, the amount of the bid limit for the previous year, plus an amount calculated by multiplying the amount of the bid limit for the previous year by the lesser of 3% or the actual percent change in the CPI during the previous calendar year. (~~see Park City's Best Practices in Procurement for updated thresholds~~)
  - b. All contracts for public works projects over the amount specified by state code, specifically:
    - i. for the year 2003, \$125,000 (\$176,559 for FY15)
    - ii. for each year after 2003, the amount of the bid limit for the previous year, plus an amount calculated by multiplying the amount of the bid limit for the previous year by the lesser of 3% or the actual percent change in the CPI during the previous calendar year. (~~see Park City's Best Practices in Procurement for updated thresholds~~)
  - c. Contracts for grading, clearing, demolition or construction in excess of \$2,500 undertaken by the Community Redevelopment Agency.
- 13. The following items require a cost benefit analysis where there is a quantifiable return on investment as defined by the Budget, Debt, and Grants Department before approved:
  - a. All contracts, projects and purchases over \$25,000
  - b. All contracts and purchases awarded through the formal bidding process.
  - c. Any item over \$15,000 that is not anticipated in the current budget process.
- 14. City Employees or anyone acting on behalf of the City may not receive or accept any gift or loan if the gift or loan could influence a reasonable person in the discharge of the person's official duties including but not limited to the granting of City contracts. This prohibition does not apply to any occasional non-pecuniary (non-cash equivalent) gifts with a value less than \$50. Employees must abide by PCMC 3-1-4.
- 15. All RFPs must be advertised on the Park City website.

#### **D. Exceptions**

Certain contracts for goods and services shall be exempt from bidding provisions. The manager shall determine whether or not a particular contract or purchase is exempt as set forth herein.

1. Emergency contracts which require prompt execution of the contract because of an imminent threat to the safety or welfare of the public, of public property, or of private property; circumstances which place the City or its officers and agents in a position of serious legal liability; or circumstances which are likely to cause the City to suffer financial harm or loss, the gravity of which clearly outweighs the benefits of competitive bidding in the usual manner. The City Council shall be

notified of any emergency contract which would have normally required their approval as soon as reasonably possible. Consult the Emergency Manager regarding purchases for disaster events.

2. Projects that are acquired, expanded, or improved under the "Municipal Building Authority Act" are not subject to competitive bidding requirements.
3. Purchases made from grant funds must comply with all provisions of the grant.
4. Purchases from companies approved to participate in Utah State Division of Purchasing and General Services agreements and contracts ~~and under \$100,000~~ are not subject to competitive bidding requirements.
5. Purchases made via public auction.
6. Purchases from local government purchasing pools in which the City is a participant as approved by a resolution of the City Council.

## **E. General Rules**

1. **Purchases of Materials, Supplies and Services** are those items regularly purchased and consumed by the City. These items include, but are not limited to, office supplies, janitorial supplies, and maintenance contracts for repairs to equipment, asphalt, printing services, postage, fertilizers, pipes, fittings, and uniforms. These items are normally budgeted within the operating budgets. Purchases of this type do not require "formal" competitive quotations or bids. However, for purchases in excess of \$15,000 all reasonable attempts shall be made to obtain at least three written quotations and to notify via the City website any local businesses that, in the normal course of business, provide the materials, supplies or services required by the City. A written record of the source and the amount of the quotations must be kept.
2. **Purchases of Capital Assets** are "equipment type" items which would be included in a fixed asset accounting system having a material life of three years or more and costing in excess of \$5,000. These items are normally budgeted within the normal operating budgets. Purchases of this type do not require "formal" bids. All reasonable attempts shall be made to obtain at least three written quotations on all purchases of this type in excess of \$15,000. A written record of the source and the amount of the quotations must be kept. A reasonable attempt will be made to notify via the City website any local businesses that, in the normal course of business, sells the equipment required by the City.
3. **Contracts for Professional Services** are usually contracts for services performed by an independent contractor, in a professional capacity, who produces a service predominately of an intangible nature. These include, but are not limited to, the services of an attorney, physician, engineer, accountant, architectural consultant, dentist, artist, appraiser or photographer. Professional service contracts are exempt from competitive bidding. All reasonable attempts shall be made to obtain at least three written quotations on all contracts exceeding \$15,000 and to notify via the City website any local businesses that, in the normal course of business, provide the service required by the City. A written record of the source and the amount of the quotations must be kept.

The selection of professional service contracts in an amount exceeding \$25,000 shall be based on a formal documented evaluation process such as Request for Proposals (RFP), Statement of Qualifications (SOQ), Qualification Based Selection (QBS), etc. (~~see Park City's Best Practices in Procurement for details~~).

The evaluation process should include an objective assessment, preferably by multiple reviewers, of the services needed, the abilities of the contractors, the uniqueness of the service, the cost of the service, and the general performance of the contractor. Special consideration may also be given to local businesses during the evaluation in instances where knowledge of local issues, geography, statutes, etc., may enhance the quality of service rendered. The lowest quote need not necessarily be the successful contractor. Usually, emphasis will be placed on quality, with cost being the deciding factor when everything else is equal. The manager shall determine which contracts are professional service contracts. Major professional service contracts (\$25,000 and over) must be approved by the City Council.

4. **Contracts for Public Improvements** are usually those contracts for the construction or major repair of roads, highways, parks, water lines and systems (i.e., Public Works Projects); and buildings and building additions (i.e. Building Improvements). Where a question arises as to whether or not a contract is for public improvement, the manager shall make the determination.

**Minor public improvements (less than the amount specified by state code.):**

The department shall make a reasonable attempt to obtain at least three written competitive quotations for contracts in excess of \$15,000. A written record of the source and the amount of the quotations must be kept. Procurement for all minor public improvements in excess \$25,000 shall be based on a formal documented evaluation process (~~see Park City's Best Practices in Procurement for details~~). The evaluation process should include, at minimum, an objective assessment of the services needed, the abilities of the contractors to perform the service and the cost of the service. A reasonable attempt will be made to notify via the City website any local businesses that, in the normal course of business, provide the public improvements required by the City. The manager may require formal bidding if it is deemed to be in the best interest of the City. **Local bidder preference applies.**

**Major public improvements (greater than or equal to the amount specified by state code):** Unless otherwise exempted, all contracts of this type require competitive bidding. **Local bidder preference does not apply.**

5. **Contracts for Professional Services, where the Service Provider is responsible for Building Improvements/Public Works Project (Construction Manager / General Contractor "CMGC" Method)** are contracts where the City contracts with a "Construction Manager/General Contractor" which is a contractor who enters into a contract for the management of a construction project when that contract allows the contractor to subcontract for additional labor and materials that were not included in the contractor's cost proposal submitted at the time of the procurement of the Construction Manager/General Contractor's services. It excludes a contractor whose only subcontract work not included in the contractor's cost proposal submitted as part of the procurement of construction is to meet subcontracted portions of change orders approved within the scope of the project. The CMGC contract is exempt from competitive bidding. The selection of CMGC contracts shall be based on a documented evaluation process such as a Request for Proposals (RFP), Statement of Qualifications (SOQ), Qualification Based Selection (QBS), etc. (~~see Park City's Best Practices in Procurement for details~~). The evaluation process should include an objective assessment, preferably by multiple reviewers, of the services needed, the abilities of the contractors, the uniqueness of the service, the cost of the service,

and the general performance of the contractor. Special consideration may also be given to local businesses during the evaluation in instances where knowledge of local issues, geography, statutes, etc., may enhance the quality of service rendered. The lowest quote need not necessarily be the successful contractor. Usually, emphasis will be placed on quality, with cost being the deciding factor when everything else is equal. The manager shall determine which contracts are CMGC contracts. Major CMGC contracts (over \$25,000) must be approved by the City Council. The selected CMGC will then implement all bid packages and subcontractors under a competitive bid requirement as required herein. The Project Manager will attend the award of all subcontracts which meet the threshold requirements of General Policy 12 (a) or (b) above.

6. **Ongoing Service Contracts are contracts that renew annually for services such as: cleaning services, alarm systems, and elevator maintenance etc.** Ongoing service contract renewals will not last more than a five-year span. Following the conclusion of a five-year term, contracts exceeding a total of \$25,000 will again undergo the process described in the section: E. General Rules, Subsection: 3. Contracts for Professional Services.

#### **F. Formal or Competitive Bidding Provisions**

1. **Bid Specifications:** Specifications for public contracts shall not expressly or implicitly require any product by any brand name or make, nor the product of any particular manufacturer or seller, unless the product is exempt by these regulations or the City Council.
2. **Advertising Requirements:** An advertisement for bids is to be published at least twice in a newspaper of general circulation, printed and published in the city and in as many additional issues and publications as the manager may determine, at least five days prior to the opening of bids. The advertisement shall also be posted on the Park City website and the Utah public legal notice website established by the combined efforts of Utah's newspapers. Advertising for bids relating to Class B and C road improvement projects shall be published in a newspaper of general circulation in the county at least once a week for three consecutive weeks as well as be posted on the Park City website and the Utah public legal notice website established by the combined efforts of Utah's newspapers.

All advertisements for bids shall state the following:

- a. The date and time after which bids will not be accepted;
  - b. The date that pre-qualification applications must be filed, and the class or classes of work for which bidders must be pre-qualified if pre-qualification is a requirement;
  - c. The character of the work to be done or the materials or things to be purchased;
  - d. The office where the specifications for the work, material or things may be seen;
  - e. The name and title of the person designated for receipt of bids;
  - f. The type and amount of bid security if required;
  - g. The date, time, and place that the bids will be publicly opened.
3. **Requirements for Bids:** All bids made to the city shall comply with the following requirements:
    - a. In writing or electronically sealed;

- b. Filed with the manager;
  - c. Opened publicly by the manager at the time designated in the advertisement and filed for public inspection;
  - d. Have the appropriate bid security attached, if required.
4. **Award of Contract:** After bids are opened, and a determination made that a contract be awarded, the award shall be made to the lowest responsible bidder. "Lowest responsible bidder" shall mean the lowest bidder who has substantially complied with all prescribed requirements and who has not been disqualified as set forth herein. The successful bidder shall promptly execute a formal contract and, if required, deliver a bond, cashier's check, or certified check to the manager in a sum equal to the contract price, together with proof of appropriate insurance. Upon execution of the contract, bond, and insurance, the bid security shall be returned. Failure to execute the contract, bond, or insurance shall result in forfeiture of the bid security.
- a. **Local Bidder Preference:** If the bid of a nonlocal bidder is lowest and there was a local bidder who also submitted a bid which was within five percent (5%) of the low bid, then the contract shall be awarded to the local bidder if the bidder agrees in writing within forty-eight (48) hours after being notified of the low bid, that the bidder will meet the bid price while the bidder meets all the prescribed requirements set forth in the bid documents. If there are more than two local bidders who are within 5% then the contract shall be awarded to the local bidder which had the lowest original bid according to the procedure above.
5. **Rejection of Bids:** The manager or the City Council may reject any bid not in compliance with all prescribed requirements and reject all bids if it is determined to be in the best interest of the City.
6. **Disqualification of Bidders:** The manager, upon investigation, may disqualify a bidder if he or she does not comply with any of the following:
- a. The bidder does not have sufficient financial ability to perform the contract;
  - b. The bidder does not have equipment available to perform the contract;
  - c. The bidder does not have key personnel available, of sufficient experience, to perform the contract;
  - d. The person has repeatedly breached contractual obligations with public and private agencies;
  - e. The bidder fails to comply with the requests of an investigation by the manager.
7. **Pre-qualification of Bidders:** The City may require pre-qualification of bidders. Upon establishment of the applicant's qualifications, the manager shall issue a qualification statement. The statement shall inform the applicant of the project for which the qualification is valid, as well as any other conditions that may be imposed on the qualification. It shall advise the applicant to notify the manager promptly if there has been any substantial change of conditions or circumstances which would make any statement contained in the pre-qualification application no longer applicable or untrue. If the manager does not qualify an applicant, written notice to the applicant is required, stating the reasons the pre-qualification was denied, and informing the applicant of his right to appeal the decision within five business days after receipt of the notice. Appeals shall be made to the City Council. The manager may, upon discovering that a pre-qualified person is no longer qualified, revoke pre-qualification by sending notification to the person.

The notice shall state the reason for revocation and inform the person that revocation will be effective immediately.

8. **Appeals Procedure:** Any supplier, vendor, or contractor who determines that a decision has been made adversely to him, by the City, in violation of these regulations, may appeal that decision to the City Council. The complainant contractor shall promptly file a written appeal letter with the manager, within five working days from the time the alleged incident occurred. The letter of appeal shall state all relevant facts of the matter and the remedy sought. Upon receipt of the notice of appeal, the manager shall forward the appeal notice, his investigation of the matter, and any other relevant information to the City Council. The City Council shall conduct a hearing on the matter and provide the complainant an opportunity to be heard. A written decision shall be sent to the complainant.

## **CHAPTER 6 - OTHER POLICIES**

### **PART I - DEBT MANAGEMENT**

- A.** The City will not obligate the General Fund to secure long-term financing except when marketability can be significantly enhanced.
- B.** Direct debt will not exceed 2% of assessed valuation.
- C.** An internal feasibility analysis will be prepared for each long-term financing activity that analyzes the impact on current and future budgets for debt service and operations. This analysis will also address the reliability of revenues to support debt service.
- D.** The City will generally conduct financing on a competitive basis. However, negotiated financing may be used due to market volatility or the use of an unusual or complex financing or security structure.
- E.** The City will seek an investment grade rating (Baa/BBB or greater) on any direct debt and credit enhancements, such as letters of credit or insurance, when necessary for marketing purposes, availability, and cost-effectiveness.
- F.** The City will annually monitor all forms of debt, coincident with the City's budget preparation and review process, and report concerns and remedies, if needed, to the Council.
- G.** The City will diligently monitor its compliance with bond covenants and ensure its adherence to federal arbitrage regulations.
- H.** The City will maintain good communications with bond rating agencies regarding its financial condition. The City will follow a policy of full disclosure on every financial report and bond prospectus.

### **PART II - POST-ISSUANCE COMPLIANCE PROCEDURE AND POLICY FOR TAX-EXEMPT GOVERNMENTAL BONDS**

The City of Park City (the "City") issues tax-exempt governmental bonds to finance capital improvements. As an issuer of tax-exempt governmental bonds, the City is required by the terms of Sections 103 and 141-150 of the Internal Revenue Code of 1986, as amended (the "Code"), and the Treasury Regulations promulgated there under (the "Treasury Regulations"), to take certain actions subsequent to the issuance of such bonds to ensure the continuing tax-exempt status of such bonds. In addition, Section 6001 of the Code and Section 1.6001-1(a) of the Treasury Regulations, impose record retention requirements on the City with respect to its tax-exempt governmental bonds. This Post-Issuance Compliance Procedure and Policy for Tax-Exempt Governmental Bonds (the "Policy") has been approved and adopted by the City to ensure that the City complies with its post-issuance compliance obligations under applicable provisions of the Code and Treasury Regulations.

- A.** Effective Date and Term. The effective date of this Policy is the date of approval by the City Council of the City (June 16, 2011) and shall remain in effect until superseded or terminated by action of the City Council.
- B.** Responsible Parties. The Finance Manager of the City shall be the party primarily responsible for ensuring that the City successfully carries out its post-issuance compliance requirements under applicable provisions of the Code and Treasury Regulations. The Finance Manager will be assisted by the staff of the Finance Department of the City and by other City staff and officials when appropriate. The Finance Manager of the City will also be assisted in carrying out post-issuance compliance requirements by the following organizations:
- (1) Bond Counsel (the law firm primarily responsible for providing bond counsel services for the City);
  - (2) Financial Advisor (the organization primarily responsible for providing financial advisor services to the City);
  - (3) Paying Agent (the person, organization, or City officer primarily responsible for providing paying agent services for the City); and
  - (4) Rebate Analyst (the organization primarily responsible for providing rebate analyst services for the City).

The Finance Manager shall be responsible for assigning post-issuance compliance responsibilities to members of the Finance Department, other staff of the City, Bond Counsel, Paying Agent, and Rebate Analyst. The Finance Manager shall utilize such other professional service organizations as are necessary to ensure compliance with the post-issuance compliance requirements of the City. The Finance Manager shall provide training and educational resources to City staff that are responsible for ensuring compliance with any portion of the post-issuance compliance requirements of this Policy.

- C.** Post-Issuance Compliance Actions. The Finance Manager shall take the following post-issuance compliance actions or shall verify that the following post-issuance compliance actions have been taken on behalf of the City with respect to each issue of tax-exempt governmental bonds issued by the City:
- (1) The Finance Manager shall prepare a transcript of principal documents (this action will be the primary responsibility of Bond Counsel).
  - (2) The Finance Manager shall file with the Internal Revenue Service (the "IRS"), within the time limit imposed by Section 149(e) of the Code and applicable Treasury Regulations, an Information Return for Tax-Exempt Governmental Obligations, Form 8038-G (this action will be the primary responsibility of Bond Counsel).
  - (3) The Finance Manager, in consultation with Bond Counsel, shall identify proceeds of tax-exempt governmental bonds that must be yield-restricted and shall monitor the investments of any yield-restricted funds to ensure that the yield on such investments does not exceed the yield to which such investments are restricted.

- (4) In consultation with Bond Counsel, the Finance Manager shall determine whether the City is subject to the rebate requirements of Section 148(f) of the Code with respect to each issue of tax-exempt governmental bonds. In consultation with Bond Counsel, the Finance Manager shall determine, with respect to each issue of tax-exempt governmental bonds of the City, whether the City is eligible for any of the temporary periods for unrestricted investments and is eligible for any of the spending exceptions to the rebate requirements. The Finance Manager shall contact the Rebate Analyst (and, if appropriate, Bond Counsel) prior to the fifth anniversary of the date of issuance of each issue of tax-exempt governmental bonds of the City and each fifth anniversary thereafter to arrange for calculations of the rebate requirements with respect to such tax-exempt governmental bonds. If a rebate payment is required to be paid by the City, the Finance Manager shall prepare or cause to be prepared the Arbitrage Rebate, Yield Reduction and Penalty in Lieu of Arbitrage Rebate, Form 8038-T, and submit such Form 8038-T to the IRS with the required rebate payment. If the City is authorized to recover a rebate payment previously paid, the Finance Manager shall prepare or cause to be prepared the Request for Recovery of Overpayments Under Arbitrage Rebate Provisions, Form 8038-R, with respect to such rebate recovery, and submit such Form 8038-R to the IRS.
- (5) The City has issued direct pay Build America Bonds. In consultation with the Paying Agent, the Finance Manager shall prepare or cause to be prepared the Return for Credit Payments to Issuers of Qualified Bonds, Form 8038-CP, to request subsidy payments with respect to interest payable on the bonds and submit such Form 8038-CP to the IRS.

**D.** Procedures for Monitoring, Verification, and Inspections. The Finance Manager shall institute such procedures as the Finance Manager shall deem necessary and appropriate to monitor the use of the proceeds of tax-exempt governmental bonds issued by the City, to verify that certain post-issuance compliance actions have been taken by the City, and to provide for the inspection of the facilities financed with the proceeds of such bonds. At a minimum, the Finance Manager shall establish the following procedures:

- (1) The Finance Manager shall monitor the use of the proceeds of tax-exempt governmental bonds to: (i) ensure compliance with the expenditure and investment requirements under the temporary period provisions set forth in Treasury Regulations, Section 1.148-2(e); (ii) ensure compliance with the safe harbor restrictions on the acquisition of investments set forth in Treasury Regulations, Section 1.148-5(d); (iii) ensure that the investments of any yield-restricted funds do not exceed the yield to which such investments are restricted; and (iv) determine whether there has been compliance with the spend-down requirements under the spending exceptions to the rebate requirements set forth in Treasury Regulations, Section 1.148-7.
- (2) The Finance Manager shall monitor the use of all bond financed facilities in order to: (i) determine whether private business uses of bond-financed facilities have exceeded the *de minimus* limits set forth in Section 141(b) of the Code as a result of leases and subleases, licenses, management contracts, research contracts, naming rights agreements, or other arrangements that provide special legal entitlements to nongovernmental persons; and (ii) determine whether private security or payments

that exceed the *de minimus* limits set forth in Section 141(b) of the Code have been provided by nongovernmental persons with respect to such bond-financed facilities.

(3) The Finance Manager shall undertake with respect to each outstanding issue of tax-exempt governmental bonds of the City an annual review of the books and records maintained by the City with respect to such bonds.

- E.** Record Retention Requirements. The Finance Manager shall collect and retain the following records with respect to each issue of tax-exempt governmental bonds of the City and with respect to the facilities financed with the proceeds of such bonds: (i) audited financial statements of the City; (ii) appraisals, demand surveys, or feasibility studies with respect to the facilities to be financed with the proceeds of such bonds; (iii) publications, brochures, and newspaper articles related to the bond financing; (iv) trustee or paying agent statements; (v) records of all investments and the gains (or losses) from such investments; (vi) paying agent or trustee statements regarding investments and investment earnings; (vii) reimbursement resolutions and expenditures reimbursed with the proceeds of such bonds; (viii) allocations of proceeds to expenditures (including costs of issuance) and the dates and amounts of such expenditures (including requisitions, draw schedules, draw requests, invoices, bills, and cancelled checks with respect to such expenditures); (ix) contracts entered into for the construction, renovation, or purchase of bond-financed facilities; (x) an asset list or schedule of all bond-financed depreciable property and any depreciation schedules with respect to such assets or property; (xi) records of the purchases and sales of bond-financed assets; (xii) private business uses of bond-financed facilities that arise subsequent to the date of issue through leases and subleases, licenses, management contracts, research contracts, naming rights agreements, or other arrangements that provide special legal entitlements to nongovernmental persons and copies of any such agreements or instruments; (xiii) arbitrage rebate reports and records of rebate and yield reduction payments; (xiv) resolutions or other actions taken by the governing body subsequent to the date of issue with respect to such bonds; (xv) formal elections authorized by the Code or Treasury Regulations that are taken with respect to such bonds; (xvi) relevant correspondence relating to such bonds; (xvii) documents related to guaranteed investment contracts or certificates of deposit entered into subsequent to the date of issue; (xviii) copies of all Form 8038-Ts, 8038-CPs and Form 8038-Rs filed with the IRS; and (xix) the transcript prepared with respect to such tax-exempt governmental bonds. The records collected by the Finance Manager shall be stored in any format deemed appropriate by the Finance Manager and shall be retained for a period equal to the life of the tax-exempt governmental bonds with respect to which the records are collected (which shall include the life of any bonds issued to refund any portion of such tax-exempt governmental bonds or to refund any refunding bonds) plus three (3) years.
- F.** Remedies. In consultation with Bond Counsel, the Finance Manager shall become acquainted with the remedial actions under Treasury Regulations, Section 1.141-12, to be utilized in the event that private business use of bond-financed facilities exceeds the *de minimus* limits under Section 141(b)(1) of the Code. In consultation with Bond Counsel, the Finance Manager shall become acquainted with the Tax Exempt Bonds Voluntary Closing Agreement Program described in Notice 2008-31, 2008-11 I.R.B. 592, to be utilized as a means for an issuer to correct any post issuance infractions of the Code and Treasury Regulations with respect to outstanding tax-exempt bonds.

- G.** Continuing Disclosure Obligations. In addition to its post-issuance compliance requirements under applicable provisions of the Code and Treasury Regulations, the City has agreed to provide continuing disclosure, such as annual financial information and material event notices, pursuant to a continuing disclosure certificate or similar document (the "Continuing Disclosure Document") prepared by Bond Counsel and made a part of the transcript with respect to each issue of bonds of the City that is subject to such continuing disclosure requirements. The Continuing Disclosure Documents are executed by the City to assist the underwriters of the City's bonds in meeting their obligations under Securities and Exchange Commission Regulation, 17 C.F.R. Section 240.15c2-12, as in effect and interpreted from time to time ("Rule 15c2-12"). The continuing disclosure obligations of the City are governed by the Continuing Disclosure Documents and by the terms of Rule 15c2-12. The Finance Manager is primarily responsible for undertaking such continuing disclosure obligations and to monitor compliance with such obligations.
- H.** Other Post-Issuance Actions. If, in consultation with Bond Counsel, Financial Advisor, Paying Agent, Rebate Analyst, the City Manager, the City Attorney, or the City Council, the Finance Manager determines that any additional action not identified in this Policy must be taken by the Finance Manager to ensure the continuing tax-exempt status of any issue of governmental bonds of the City, the Finance Manager shall take such action if the Finance Manager has the authority to do so. If, after consultation with Bond Counsel, Financial Advisor, Paying Agent, Rebate Analyst, the City Manager, the City Attorney, or the City Council, the Finance Manager and the City Manager determine that this Policy must be amended or supplemented to ensure the continuing tax-exempt status of any issue of governmental bonds of the City, the City Manager shall recommend to the City Council that this Policy be so amended or supplemented.
- I.** Taxable Governmental Bonds. Most of the provisions of this Policy, other than the provisions of Section 7 and Section 3(e), are not applicable to governmental bonds the interest on which is includable in gross income for federal income tax purposes. On the other hand, if an issue of taxable governmental bonds is later refunded with the proceeds of an issue of tax-exempt governmental refunding bonds, then the uses of the proceeds of the taxable governmental bonds and the uses of the facilities financed with the proceeds of the taxable governmental bonds will be relevant to the tax-exempt status of the governmental refunding bonds. Therefore, if there is any reasonable possibility that an issue of taxable governmental bonds may be refunded, in whole or in part, with the proceeds of an issue of tax-exempt governmental bonds then, for purposes of this Policy, the Finance Manager shall treat the issue of taxable governmental bonds as if such issue were an issue of tax-exempt governmental bonds and shall carry out and comply with the requirements of this Policy with respect to such taxable governmental bonds. The Finance Manager shall seek the advice of Bond Counsel as to whether there is any reasonable possibility of issuing tax-exempt governmental bonds to refund an issue of taxable governmental bonds.
- J.** IRS Examination. In the event the Internal Revenue Service ("IRS") commences an examination of an obligation, the Finance Manager shall inform the City Manager, City Attorney and City Council of such event and is authorized to respond to inquiries of the IRS and, if necessary, to hire outside, independent professional counsel to assist in the response to the examination.

## **PART III - TRAFFIC CALMING POLICY (ADOPTED JULY 15, 2002)**

The Traffic Calming Policy and adopted traffic calming programs will provide residents an opportunity to evaluate the requirements, benefits, and tradeoffs of using various traffic calming measures and techniques within their own neighborhood. The policy outlines the many ways residents, businesses and the City can work together to help keep neighborhood streets safe.

### **A. Goals**

1. Improve the quality of life in neighborhoods
2. Improve conditions for pedestrians and all non-motorized movements
3. Create safe and attractive streets
4. Reduce accidents
5. Reduce the impact of motorized vehicles within a neighborhood
6. Balance the transportation needs of the various land uses in and around a neighborhood
7. Promote partnerships with Summit County, UDOT, and all other agencies involved with traffic calming programs

### **B. Objectives**

1. Encourage citizen involvement in traffic calming programs
2. Slow the speeds of motor vehicles
3. Improve the real and perceived safety for non-motorized users of the street
4. Incorporate the preference and requirements of the people using the area
5. Promote pedestrian, cycle, and transit use
6. Prioritize traffic calming requests

### **C. Fundamental Principals**

1. Reasonable automobile access should be maintained. Traffic calming projects should encourage and enhance the appropriate behavior of drivers, pedestrian, cyclists, transit, and other users of the public right-of-way without unduly restricting appropriate access to neighborhood destinations.
2. Reasonable emergency vehicle access must be preserved.
3. The City shall employ the appropriate use of traffic calming measures and speed enforcement to achieve the Policy objectives. Traffic calming devices (speed humps, medians, curb extensions, and others) shall be planned and designed in keeping with sound engineering and planning practices. The Public Works departments shall direct the installation and maintenance of traffic control devices (signs, signals, and markings) as needed to accomplish the project, in compliance with the municipal code and pertinent state and federal regulations.
4. To implement traffic calming programs, certain procedures shall be followed by the City in processing requests according to applicable codes and related policies within the limits of available resources. At a minimum, the procedures shall provide for:
  - a. A simple process to propose traffic calming measures
  - b. A system for staff to evaluate proposals
  - c. Citizen participation in program development and evaluation

- d. Communication of any test results and specific findings to area residents and affected neighborhood organizations
  - e. Strong neighborhood support before installation of permanent traffic management devices
  - f. Using passive traffic controls as a first effort to solve most neighborhood speed problems
5. Time frames - All neighborhood requests will be acknowledged within 72 hours from the initial notification of the area of traffic concern. Following that, the time required by all parties involved will be dependent on the issue brought forward. It is expected that both City Staff and the requesting parties will act in a responsive and professional manner.

**D. Communication Protocols**

Park City Municipal Corporation will identify a Traffic Calming Project Manager to facilitate the communications and program steps deemed appropriate. The Project Manager will be the point person for all communications with the requesting neighborhood and internally with a Traffic Calming Program Review Committee. The Traffic Calming Program Review Committee will evaluate and recommend the action steps to be taken. The Review Committee will be comprised of the following people:

- 1. Public Works Director
- 2. City Engineer
- 3. Police Department Representative - appointed by the Police Chief
- 4. Traffic Calming Project Manager - appointed by the Public Works Director

All coordination efforts, enforcement measures, and follow through responsibilities will be under the supervision of the Traffic Calming Project Manager.

**E. Eligibility**

All city streets are eligible to participate in a Traffic Calming Program. Any traffic management techniques desired to be used on Utah Department of Transportation (UDOT) owned streets must be approved by UDOT.

**F. Funding Alternatives**

- 1. 100% Neighborhood Funding
- 2. Capital Improvement Program
- 3. Neighborhood Matching Grants
- 4. City Traffic Calming Program Funds

**G. Procedures**

**Phase I:** Phase I consists of implementing passive traffic controls.

- 1. **Initiation:** Neighborhood complaint must include petition signed by at least 5 residents or businesses in the area to initiate Phase I of a traffic calming program.
- 2. **Phase I First Meeting:** Neighborhood meeting is held to determine goals of a traffic calming program, initiate community education, initiate staff investigation of non-intrusive traffic calming measures, discuss options, estimate of cost, timing, and process.
- 3. **Phase I Implementation:**
  - a. The Traffic Calming Program Review Committee reviews signing, striping, and general traffic control measures. Minimum actions include Residential Area signs, speed limit signs, review of striping, review of stop sign

placement, review of turn restrictions, and review of appropriate traffic control devices.

- b. Community watch program initiated. This program includes neighbors calling police to request increased speed limit enforcement, neighbors disseminating flyers printed by the City reminding the community to slow down, community watch for commercial or construction vehicles, etc.
  - c. Targeted police enforcement will begin to include real time speed control.
4. **Phase I Evaluation:** Evaluation of Phase I actions will occur over a 3 to 9 month period. Evaluation will include visual observations by residents and staff.
  5. **Phase I Neighborhood Evaluation Meeting:** Phase I evaluation meeting will be held to discuss results of Phase I. It will be important that the City staff and the current residents also contact the relevant property owners to obtain their opinions and thoughts prior to taking any next steps.

#### **Phase II:**

1. **Phase II Initiation:** Twenty-five percent (25%) of the residents within the proposed neighborhood area can request the initiation of Phase II.
2. **Define Neighborhood Boundary:** A neighborhood will include all residents or businesses with direct access on streets to be evaluated by Phase II implementation. Residents or businesses with indirect access on streets affected by Phase II implementation will be included in neighborhood boundary only at the discretion of staff.
3. **Phase II Data Collection and Ranking:** Staff performs data collection to evaluate and rank neighborhood problems and the ability to solve problems. Data collection will include the following and will result in a quantitative ranking.

Criteria	Points	Basis Point Assignment
Speed data (48 hour)	30	Extent by which the 85 <sup>th</sup> percentile traffic speed exceeds the posted speed limit (2 points per 1 mph)
Volume data (48 hour)	25	Average daily traffic volumes (1 point per 100 vehicles, minimum of 500 vpd)
Accident data (12 month)	20	Accidents caused by speeding (8 points per accident)
Proximity to schools or other active public venues	5	Points assigned if within 300 feet of a school or other active public venue
Pedestrian crossing, bicycle routes, & proximity of pedestrian generators	5	Points assigned based on retail, commercial, and other pedestrian generators.
Driveway spacing	5	For the study area, if large spaces occur between driveways, 5 points will be awarded. If more than three driveways fall within a 100 foot section of the study area, no points will be provided.
No sidewalks	10	Total points assigned if there is no continuous sidewalk on either side of the road.
Funding Availability	50	50 points assigned if the project is in the CIP or 100% funding by the neighborhood. Partial funding of 50% or more by the neighborhood 25 points, partial funding of 10 to 50% by the neighborhood 10 points.
Years on the list	25	5 points for each year
<b>Total Points Possible</b>	<b>175</b>	maximum points available

4. **Phase II Implementation Recommendation:** The Traffic Calming Project Review Committee proposes Phase II traffic calming implementation actions and defines a project budget.
5. **Phase II Consensus Meeting:** A neighborhood meeting is held to present a Phase II implementation proposal including project budget, possible time frame, discuss temporary installation, etc. The estimated time frame is one to three years depending on funding availability.
6. **Phase II Petition:** Residents and businesses in neighborhood boundary are mailed/or hand delivered a petition by the City identifying Phase II actions, cost, and explanation of implications of vote. Petition provides ability to vote yes, no, or not return petition. Unreturned petitions count as no votes. Resident support for traffic calming is defined as 67 percent positive response. No more than four weeks is allowed for the return of a petition.

7. **Phase II Implementation:** Permanent installation will be implemented after the approval of funding by the City Council. Implemented actions will be continually monitored based on visual observation and accident data.
8. **Post Project Evaluation:** City staff will review impacts on traffic to determine if goals were met. Neighborhoods will have an opportunity to review data and provide comment.
9. **Removal (if required):** The Traffic Calming Program Review Committee will authorize removal of improvements upon receiving a petition showing 75 percent support by the neighborhood. Removal costs in all or part may be assessed to the defined neighborhood boundaries.

#### **H. Traffic Management Devices (Definitions)**

1. **Passive Controls** consist of traffic control mechanisms that are not self regulating. To be effective it is necessary for drivers to abide by traffic control devices.
  - a. Stop Signs - used to assign right-of-ways at intersections and where irremovable visibility restrictions exist.
  - b. Speed Limit Signs - sometimes installed as traffic calming mechanism. Numerous speed limit signs reinforce the posted speed.
  - c. Turn Prohibition Signs - used to prevent traffic from entering a street, thereby reducing traffic volumes.
  - d. Neighborhood Announcement Signs - used to advise the entering vehicles that they are moving through a particular type of neighborhood. Specific supplementary messages can also be placed here.
2. **Positive Physical Controls:**
  - a. Medians Islands - used to constrict travel lane width and provide an area for additional landscaping and signage.
  - b. Bulb-Outs (Chokers/Curb Extensions) - physical constrictions constructed adjacent to the curb at both intersections and mid-block locations making pedestrian crossings easier and space for additional landscaping and signage.
  - c. Speed Humps - are vertical changes in the pavement surface that force traffic to slow down in order to comfortably negotiate that portion of the street.
  - d. Chicanes - are a set of two or three landscaped curb undulations that extend out into the street. Chicanes narrow the street encouraging drivers to drive more slowly.
  - e. Traffic Circles and Roundabouts - circular islands located in the middle of street intersections that force traffic to deflect to the right, around a traffic island, in order to perform any movement through the intersection tending to slow the traffic speeds.
  - f. Rumble Strips - changes in the elevation of the pavement surface and/or changes in pavement texturing which are much less pronounced than speed humps.
  - g. Diverters - physical obstructions in intersections which force motorists to turn from the traveled way onto an adjacent intersecting street thereby reducing volume.
3. **Driver Perception/Psychology:**
  - a. Landscaping - the most effective way to change the perception of a given street environment.
  - b. Crosswalks - can be used to alter the perception of a street corridor and at the same time enhance the pedestrian environment.  
 Flashing Warning Beacons - can be used to alter driver psychology.  
 Real-time Speed Display - used to inform drivers of actual speed they are traveling.

- c. Increased Enforcement - additional enforcement of regulations either by law enforcement personnel or citizen volunteer groups.
- d. Pavement Markings - used to guide motorists, delineate on-street parking areas or create the impression of a narrowed roadway, all in an effort to slow traffic speeds.

## **PART IV – SPECIAL EVENTS SERVICES**

The City's role in supporting special events encompasses a wide range of services. Depending on the size and impact of a given special event the City may be required to provide:

- Police Services (Crowd, Traffic and Access control).
- Transit Services (Enhanced frequency or capacity).
- Parks Services (Field maintenance, Grounds maintenance, Trash).
- Streets Services (Street Sweeping, Electronic signage, Barricades).
- Parking Services (Special use of parking, Parking enforcement).
- Building Services (Inspections and Code enforcement).
- Special Events and Facilities Services (Facility leases).

Some of these services can be provided without incremental cost or loss of revenues. However, most special events services do have an impact on departmental budgets in the form of overtime labor, equipment, materials, or foregone revenue. The purpose of this policy is to ensure departments are properly funded to provide the special event support they are tasked with providing.

### **A. Procedures for Amending Departmental Budgets**

For budgeting purposes special events can be categorized into two groups:

1. Those events that are managed under multi-year contracts with the City
2. Those year to year or one-time events whose size and scope do not justify long term contracts.

### **B. Events Managed Under Multi-Year Contracts**

For these events, Departments shall request budget adjustments during the first budget process after these agreements are signed. These budget adjustments will be based upon the level of services outlined in the special event contract and will remain in the budget only for the term of the contract.

### **C. Year to Year or One Time Events**

For those events for which long term agreements do not exist the costs for providing services shall be estimated and included within Council's or the City Manager's review of the application. If through the approval process fees are waived these calculations will then serve as the justification for a one-time budget adjustment during the next budget process.

### **D. Funding Mechanisms for Special Event Budget Increases**

The City uses a three tiered approach to fund special event services. Those three tiers are:

1. Special Event Fees
2. Economic Benefit Offset
3. Other General Fund Resources

**E. Special Event Fees**

Pre-approved fees will be set to recoup the incremental cost of providing the City services detailed in an event Master Festival or Special Event application. If an event requests and receives approval for a waiver of any or all fees, the City will first look to an Economic Benefit Offset to provide funding in lieu of the waived fees.

**F. Economic Benefit Offset (EBO):**

The economic benefit offset (EBO) of a given event can only be calculated for those events which are known to have a significant impact on sales tax collections and have at least one year of history to analyze. The EBO of an event is calculated using historic sales tax collection data to measure incremental sales tax growth attributable to that event. In the past Council has indicated a willingness to waive fees for up to half the incremental sales tax gained from major special events. The SEBC recommends that Council formally adopt this 50 percent waiver limit. If the Economic Benefit Offset is inadequate (on a fund specific basis) to offset waived fees, the City will then look to other General Fund sources to provide funding in lieu of waived fees.

**G. Other General Fund Resources**

When the economic benefit of a special event (on a fund specific basis) cannot be calculated or is inadequate to offset the amount of waived fees, the SEBC recommends the City identify other general fund sources to offset any waived fees. Staff will communicate available sources to Council or the City Manager when presenting Master Festival or Special Event applications that contain a fee waiver request.

## **PART V – GASB 54 FUND BALANCE**

### **PURPOSE**

This Fund Balance Policy establishes procedures for reporting fund balance classifications and establishes a hierarchy of fund balance expenditures for governmental type funds. The policy also authorizes and directs the Finance Manager to prepare financial reports, which accurately categorize fund balance per Governmental Accounting Standards Board Statement No. 54: *Fund Balance Reporting and Governmental Fund Type Definitions* (GASB 54).

### **I. FUND BALANCE COMPONENTS**

Fund balance is essentially the difference between the assets and liabilities reported in a governmental fund. GASB 54 establishes the following five components of fund balance, each of

which identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts can be spent.

**A. Nonspendable Fund Balance**

The nonspendable fund balance classification includes amounts that cannot be spent because they are either (a) not in a spendable form or (b) legally or contractually required to be maintained intact. The “not spendable form” criterion includes items that are not expected to be converted to cash, for example, inventories and prepaid amounts. It also includes the long-term amount of loans and notes receivable.

**B. Restricted Fund Balance**

The restricted fund balance classification includes amounts that reflect constraints placed on the use of resources (other than nonspendable items) that are either (a) externally imposed by creditors (such as through bonded debt reserve funds required pursuant to debt covenants), grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.

**C. Committed Fund Balance**

The committed fund balance classification includes amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government’s highest level of decision making authority. Those committed amounts cannot be used for any other purpose unless the government removes or changes the specific use by taking the same type of action (for example ordinance) it employed to previously commit those amounts. Committed fund balance also should incorporate contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying those contractual requirements. City Council action of passing an ordinance to commit fund balance needs to occur within the fiscal reporting period; however, the amount can be determined subsequently.

**D. Assigned Fund Balance**

The assigned fund balance classification includes amounts that are constrained by the government’s intent to be used for specific purposes, but that are neither restricted nor committed. Such intent needs to be established by (a) the governing body itself or (b) a body or official to which the governing body has delegated the authority to assign amounts to be used for specific purposes.

**E. Unassigned Fund Balance**

The unassigned fund balance classification includes amounts that do not fall into one of the above four categories. This classification represents fund balance that has not been assigned to other funds and that has not been restricted, committed or assigned to specific purposes within the general fund. The general fund is the only fund that should report this

category of fund balance.

## **II. HEIRARCHY OF SPENDING FUND BALANCE**

The City's current fund balance practice provides that restricted fund balance be spent first when expenditure is incurred for which both restricted and unrestricted fund balance is available. Similarly, when expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance can be used; committed amounts are to be spent first, followed by assigned amounts and then unassigned amounts. GASB 54 mandates that this hierarchy of expending fund balance be reported in new categories, using new terminology, and be formally adopted by the City Council. It should be noted that the new categories only emphasize the extent which the City is bound to honor expenditure constraints and the purposes for which amounts can be spent. The total reported fund balance would remain unchanged.

## **III. COMPARISON OF PAST PRACTICE AND GASB 54 FUND BALANCE TYPES**

### **A.General Fund**

Past Practice Definition – The general fund is used to account for all financial resources not accounted for in another fund.

GASB 54 Definition – The general fund is used to account for all financial resources not accounted for in another fund.

### **B. Special Revenue Funds**

Past Practice Definition – Special revenue funds account for proceeds of specific revenue sources that are legally restricted to expenditure for specific purposes.

GASB 54 Definition – Special revenue funds are used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specified purposes other than debt service or capital projects. The term “proceeds of specific revenue sources” establishes that one or more specific restricted or committed revenues should be the foundation for a special revenue fund.

### **C. Capital Projects**

Past Practice Definition – Capital project funds account for financial resources to be used for the acquisition or construction of major capital facilities.

GASB 54 Definition – Capital project funds are used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets. Capital project funds exclude those types of capital related outflows financed by proprietary funds, or for assets that will be held in trust for individuals, private organizations, or other governments.

## **D. Debt Service**

Past Practice Definition – Debt service funds account for the accumulation of resources for, and the payment of, general long-term debt principal and interest.

GASB 54 Definition – Debt service funds are used to account for and report financial resources that are restricted, committed, or assigned to expenditure for principal and interest.

**Attachment E**

**FTE Count by Department (Including Contract Employees)**

<b>Department</b>	<b>FTE's FY 2015</b>	<b>Adjusted FY 2015</b>	<b>Change FY 2015</b>	<b>FTE's FY 2016</b>	<b>Change FY 2016</b>	<b>Contract FY 2016</b>	<b>Contract CHG 2016</b>
CITY MANAGER	4.00	4.00		4.00		1.00	
LEGAL	7.00	7.00		7.00			
BUDGET, DEBT & GRANTS	3.25	3.25		3.25			
HUMAN RESOURCES	5.14	5.14		5.14			
FINANCE	6.65	6.65		6.65			
TECHNICAL & CUSTOMER SERVICES	9.47	9.47		9.47			
BLDG MAINT ADM	6.00	6.00		6.00			
CITY RECREATION	27.98	27.98		27.99			
TENNIS	4.73	4.73		4.73		4.00	
MCPOLIN BARN	0.25	0.25		0.25			
ICE FACILITY	8.52	8.52		8.52			
FIELDS	2.83	2.83		2.83			
COMMUNITY AFFAIRS	3.55	3.55		3.55		0.14	
ECONOMY	5.25	5.25		5.25		0.16	
INTERGOVERNMENTAL & ENVIRONMENT	2.20	2.20		2.20		1.00	(1.00)
LEADERSHIP						1.00	1.00
EMERGENCY MANAGEMENT						1.00	
POLICE	33.95	33.95		33.95			
DRUG EDUCATION	0.20	0.20		0.20			
STATE LIQUOR ENFORCEMENT	1.30	1.30		1.30			
COMMUNICATION CENTER	10.39	10.39		10.39			
ENGINEERING	2.75	2.75		4.00	1.25		
PLANNING DEPT.	9.00	9.00		9.25	0.25		(1.00)
BUILDING DEPT.	15.00	15.00		15.96	0.96		
PARKS & CEMETERY	18.98	18.98		18.98			
STREET MAINTENANCE	15.64	15.64		17.04	1.40		
WATER OPERATIONS	23.79	23.79		24.39	0.60		
FLEET SERVICES DEPT	9.85	9.85		9.85			
TRANSPORTATION OPER	76.96	76.96		73.41	(3.55)		
TRANSPORTATION PLANNING	2.00	2.00		2.25	0.25		
PARKING	8.20	8.20		8.20			
LIBRARY	11.75	11.75		11.88	0.13		
GOLF MAINTENANCE	8.98	8.98		8.98			
GOLF PRO SHOP	5.95	5.95		5.95		0.09	
LOWER PARK AVENUE RDA	0.25	0.25		0.25			
CIP PROJECTS						4.64	
<b>TOTAL</b>	<b>351.76</b>	<b>351.76</b>		<b>353.06</b>	<b>1.29</b>	<b>366.09</b>	<b>(1.00)</b>



## City Council Staff Report

**Subject: 2015 Legislative Transportation Update**

**Author: Matthew Dias**

**Department: Executive**

**Date: June 4, 2015**

**Type of Item: Work Session**

### **Summary Recommendations:**

Given a variety of factors described in detail below, staff recommends not moving forward in 2015 with the new local option transportation sales tax that was recently approved in the 2015 Legislative Session. An official Park City Municipal position has been requested by Summit County and the Utah League of Cities and Towns.

### **Executive Summary:**

During the 2015 Legislative Session, a new local option sales tax was written into law. The new tax is County imposed and voter approved, and is available for use during the 2015 election cycle in November. However, given a variety of factors, staff is recommending no action in 2015 to allow for more time to assess and prepare ongoing transportation studies, potential funding mechanisms, and alignment between various municipal jurisdictions.

### **Background:**

During the 2015 legislative session, two new sources of transportation revenues were created via new State Law:

1. **Gas Tax Reform Bill:** Effective Jan 1, 2016, the current 24.5 cents per gallon state gas tax will increase by 5 cents, and then a cent a year over the next 5 years for a maximum threshold of 34.5 cents per gallon. Long term, it creates a new indexing component similar to a sales tax. New revenues will be distributed via the existing class B&C road fund formula.

With Council support, staff expressed PCMC support of the increase to our legislative delegation, both of whom ended up voting to support the increase.

2. **Local Option Sales Tax:** A new, 0.25% general sales tax optional levy was approved. The new levy would be imposed by the County, subject to voter approval. The new revenues, in areas with existing transit service, would be distributed in the following manner:
  - a. 0.10% to transit provider
  - b. 0.10% to cities and towns
  - c. 0.05% to the County

There is a key provision regarding “maintenance of effort”, whereby the new revenues collected cannot be used to supplant existing transportation allocations.

Internal estimates show that applying the Local Option sales tax levy could generate approximately \$1,000,000 for transit areas and cities in Summit County. Click [HERE](#) for more detailed information provided by the Utah League of Cities and Towns.

However, a very important consideration is that the League of Cities and Towns revenue assumptions assume that ALL counties in Utah will apply the new quarter local sales tax in 2015 which, after consulting with other counties and city officials from across the State, appears unlikely.

### **Analysis:**

As you know, both Park City and Summit County have a few different options available when it comes to generating additional sources of revenue (taxes, bonding capacity, etc.) to expand service offerings. Although the new local option is being pushed hard by the League of Cities and Towns and the Utah Association of Counties for 2015 adoption, there remain several issues requiring your further consideration prior to taking a position:

- **PROS (local option):**

1. Additional Resources:

- Despite the redistribution formula that results in Park City generating more revenue than it receives, the local option would help provide additional resources for our transportation systems, and with a more flexible definition of how those resources can be used than we have in the past.

2. Strength in Numbers:

- Staff expects a statewide campaign organized by the [Utah Transportation Coalition](#), League of Cities and Towns, and the Association of Counties that will provide subsidized campaign materials and marketing to voters across the State. This will decrease the amount of work necessary for local entities interested in supporting the new transportation tax levy.

- **CONS:**

1. Timeline & Election Administration

- Since 2015 is not a County election year, it will require a special County election in unincorporated areas of Summit County.
- The filing deadline for 2015 is August, which leaves little time to prepare.
- Summit County cities would be required to “contract” with the County to conduct the special election, as well as help pay for its costs and labor.
- Because of these reasons, initial reports from counties across the State appear to be uncertain and wavering.

2. Other Ballot Issues

- Bonds, taxes, other municipal elections, such as a potential PC School capital bond, could result in multiple tax initiatives on the same ballot in one election year.

- Traditionally, low voter turnout is experienced during off-election years, which typically does not favor passage.

### 3. Planning & Personnel

- Currently, no specific project plan exists to bring to voters; most tax initiatives require some type of outcomes and/or project-based initiatives – nationwide, research indicates that tax initiatives, accompanied by a firm project plan, are far more successful.
- Both Park City and Summit County are hiring new Transportation Planners to help create a host of short and long terms transportation related plans. Implementation and funding mechanisms may still be a few years away.

### 4. Distribution Formula

- Other financial mechanisms remain available to Park City and Summit County that are, potentially, more favorable than a local option sales tax:
  - For example, the unused 0.25% Transit Sales Tax levy would produce more revenue than the new Local Option, generating \$454,000 or 14.4% more revenue per year.
  - The additional 0.25% Transit Sales Tax levy is available in both the City and the County Transit District pending an election.

### **Summary/Recommendation:**

Since the end of the 2015 Legislative Session, staff has been working hand in hand with officials from Summit County to identify, and agree upon, some of the pros and cons of the local option sales tax in our community. To date, we seem to agree that pushing for 2015 is not ideal given the factors mentioned above. Instead, we prefer to wait until a comprehensive and clear project plan can be developed with public input. At that time, with the two new transportation planners solidly in place, the viability of other financial mechanisms can also be assessed and determined in relation to a particular need and/or project demand/cost.

It should also be noted that PC Transportation Planning and Public Works staff are in the midst of developing a very specific “Short Range Transit Development Plan,” which will identify strategic short-term (1-7 years) transit improvements. Recommendations from this plan will help prioritize improvements and better inform the public and policymakers on the potential implementation costs.

In addition, Mayor Thomas recently attended the May Council of Governments meeting. Reports back from Mayor Thomas and County staff indicated that the general consensus position, although not a formal vote of the Council of Governments, was to hold off on a 2015 tax levy increase and reconsider the item, as well as other mechanisms, in 2016.

Once Council provides direction to staff, we plan to inform the County Council of your preferred position, as well as the League of Cities and Towns.

**Department Review:**

Budget, Transportation Planning, Legal, Exec

**Significant Impacts:**

None

**Funding Source:**

N/A

**Consequences of not taking the recommended action:**

Originally, staff was concerned about pushback from the League of Cities and Towns and potential members of the Legislative Delegation for not seeking adoption in 2015. However, more recent indications seem to demonstrate that Summit County will be one of many Utah Counties seeking to delay any decision until 2016.

If Council did choose to express their support for a 2015 adoption, [the following sample resolution](#) has been provided by the League of Cities and Towns.

**Recommendation:**

Given a variety of factors described in detail above, staff recommends not moving forward in 2015 with the new, local option transportation sales tax that was recently approved in the 2015 Legislative Session. Council direction will be communicated to Summit County and the Utah League of Cities and Towns.



## City Council Staff Report

**Subject:** Amended Mountain Accord Blueprint and Interlocal Agreement  
**Author:** Ann Ober  
**Department:** Executive  
**Date:** June 4, 2015  
**Type of Item:** Work Session

### **Summary Recommendations:**

Staff requests that the City Council review the most current Mountain Accord Blueprint and related Mountain Accord Interlocal agreement for Phase II and provide direction for amendments prior adoption of the Blueprint.

### **Abbreviations:**

Interlocal Agreement – ILA  
National Environmental Policy Act – NEPA  
Environmental Impact Statement - EIS

### **Executive Summary:**

The Mountain Accord is nearing the end of its Phase I with creation of the draft Blueprint found at <http://mountainaccord.com/where-are-we-now/>. On Monday, May 25, Executive Board members received a new outline of the draft Blueprint with significant changes including an amendment to the scope of Environmental Impact Statement (EIS). The change **excludes** any transportation link – excluding a train/tunnel, road or including aerial connection -- between Big Cottonwood Canyon and Park City at this time. In turn, the process would create a separate, nonbinding study for that link to more thoroughly understand the impacts of various modes to inform future decision makers about the impacts. The focus also shifts more effort and funding to the I-80 corridor for a regional link of various modes.

On May 7, 2015, Council requested significant time on the agenda to discuss these changes. Council also requested that this discussion take place prior to a vote on the Mountain Accord Interlocal Agreement (ILA). The ILA sections of the staff report and the ILA have been attached for discussion purposes only. The ILA will be added to a meeting later in June for consideration for approval.

### **Staff Recommendation – Public Process**

Staff recommends that Council utilize time directly following staff presentation for Council discussion to inform the public before public comments are made, so that the public may understand the City Council's position on the new draft blueprint, and that Council reconvene following any public comment received to allow Council to amend statements or policies, should they so desire.

### **Background:**

The Mountain Accord Process started Fall 2012 as a collaborative public process to make long-term decisions and take action regarding transportation, environment, recreation, and economy in the central Wasatch Mountains (between I-80 and Little Cottonwood Canyon). The process was formalized after the signing of an ILA associated with the Phase 1 effort in July 2013.

For the past two years, Mountain Accord has been dedicated to the creation of the Blueprint (referenced above). During that time, four system groups met to set the framework to determine which solutions and strategies would idealize the various interests associated with the Wasatch Mountains. Those four system groups were: Transportation, Environment, Economy and Recreation. Park City Staff and Council Members were represented in all four groups.

### **Goals of the Mountain Accord**

Four system groups worked together to outline how the process could assist their specific needs best. The groups were made up of over 240 community members (many of which were at-large participants representing state and federal interests), with over 50 community members coming directly from the Wasatch Back. The groups developed the following goals for this process:

#### **Economy System Goals:**

1. Grow the year-round, destination-based travel, tourism, and recreation economy.
2. Maximize financial resources available to reinvest in improving and protecting Central Wasatch assets.
3. Improve the quality of experience for residents and visitors.
4. Improve quality of life for residents.

#### **Recreation System Goals:**

1. Identify and establish high use areas to focus where future growth in recreation occurs.
2. Preserve special, unique recreation areas and settings to maintain opportunities for solitude and naturalness.
3. Provide a well-designed, appropriately maintained, well-signed, and interconnected trail network that meets demand and can adapt to evolving uses
4. Pursue the most appropriate and feasible means of securing legal public access to critical recreational opportunities.
5. Establish appropriate levels of access and designed settings in harmony with the desired recreation experience.
6. Establish an organization, with authority to act based on public support, that fosters long-term success of the Central Wasatch recreation system by promoting collaborative and united management, user education, and acquisition of ongoing funding for continued system maintenance, evolution, and management.

#### **Transportation Goals:**

The transportation system group goals are derived from the input from the Mountain Accord system group process currently underway, as well as the extensive outreach efforts of previous studies.

1. Provide integrated multimodal transportation choices for residents, visitors, and employees.
2. Ensure the transportation experience is reliable and facilitates a positive experience.
3. Ensure the transportation experience is safe and promotes health.
4. The transportation system supports the natural and intrinsic values of the Central Wasatch.

#### Environment System Goals:

1. Protect, maintain and improve watershed health, water supply, and water quality.
2. Protect and improve air quality for protection of public health, environmental health, and scenic visibility.
3. Protect and restore functioning and connected aquatic and terrestrial habitats and ecosystems.
4. Preserve additional lands to avoid loss of critical conservation values, and restore existing degraded lands.
5. Mitigate the severity of climate change and develop adaptive capacity to reduce vulnerabilities to local climate change impacts.
6. Develop legal, regulatory, financial and integrated systems for managing the Wasatch Mountains.

Formal public comments were requested on the first draft of the Blueprint by May 1, 2015 (though comments are accepted ongoing throughout the process). The consultants then spent three weeks amending the draft Blueprint based on public comment, before the document was presented at the May 29, 2015 Executive Board meeting (attached). The final draft of this document was not available at the time of this report, but will be made available at the June 4, 2015 meeting. If the City wants to take a stance on these issues, it will need to do so prior to the July 13, 2015 Executive Board Meeting. As such, staff will be planning at least one additional Council meeting and possibly more time to allow for Council and Public input.

#### The new draft of the Blueprint would:

- Restrict EIS study of the transportation system to
  - (1) 7200/9400 S near North/South TRAX
  - (2) Top of Big Cottonwood Canyon
- Maintain focus on improving the integrity of the regional transportation system
- Develop legitimate and immediate study of rapid bus connection between Salt Lake City and Park City via Parley's and Kimball Junction
- Study transit improvements for SR-224, SR-248, and US-40 in Summit County
  - (1) Understand regional and local travel markets
  - (2) look at a wide range of modes/innovative solutions

- Study economic, transportation, and other benefits of a wide range of non-auto-based options to connect Park City with Big Cottonwood Canyon
- Actively support keeping Guardsman Pass Road closed in winter from Bonanza Flats to Big Cottonwood Canyon

### **Blueprint Analysis:**

There are several portions of the draft Blueprint that could impact the City and should be taken into consideration by Council prior to developing the final document. Please note that at the time of this report drafting, staff had not yet attended the Executive board negotiations (being held May 29, 2015) and therefore details about the final language were not available. Not all of these opportunities, even with Council support, have sufficient funding through the Mountain Accord for implementation. Therefore Council should consider prioritizing areas as to best focus political and staff resources. To facilitate discussion, staff has broken each topic listed above into individual questions that Council may wish to weigh in on.

1. Restrict EIS study of the transportation system to
  - (1) 7200/9400 S near North/South TRAX
  - (2) Top of Big Cottonwood Canyon
2. Study economic, transportation, and other benefits of a wide range of non-auto-based options to connect Park City with Big Cottonwood Canyon

*Does the Council support removing the link from the EIS at this time? Does it support continuing to study the link in a nonbinding process? Or does the Council want to eliminate further study by the Mountain Accord of this connection?*

3. Maintain focus on improving the integrity of the regional transportation system

*Staff believes this statement is in line with past City and County Council policies. Are any changes needed to meet the goals of our community?*

4. Develop legitimate and immediate study of rapid bus connection between Salt Lake City and Park City via Parley's and Kimball Junction

*Where does this fall with our other transportation priorities? Are there thoughts or criteria that Council would like to address in the discussions with the Mountain Accord team?*

5. Study transit improvements for SR-224, SR-248, and US-40 in Summit County
  - (1) Understand regional and local travel markets
  - (2) Look at a wide range of modes/innovative solutions

*Staff believes that funding through the Mountain Accord to this effort could be beneficial. The City and County are currently starting an update to the Short Range Transit Development Plan. This is a 5-7 year business plan for the*

*operation of the joint transit system. Any study through the Mountain Accord should be coordinated with this effort.*

6. Actively support keeping Guardsman Pass Road closed in winter from Bonanza Flats to Big Cottonwood Canyon

*Staff believes this statement is in line with past City and County Council policies (though span of affected roadway should be clarified based on comments that areas into Big Cottonwood Canyon are not a part of "Guardsman Pass Road.") Are any changes needed to meet the goals of our community?*

### **Interlocal**

In preparation for Phase II, the Executive Board has asked that all participating partners approve the attached ILA. That agreement is largely operational, outlining contributions, conflict management and extraction from the process and is consistent with our current approach.

On January 8, 2015, Council discussed exit strategies associated with the Mountain Accord process. That staff report and discussion outlined the options for discontinuing in the Mountain Accord process, as well as making a staff recommendation that Park City continue to participate as a full member. Staff believes that the city remaining as an active member of the Executive Board and the Mountain Accord process affords us greater opportunity to protect and represent the needs of our community, influence the outcomes of the Mountain Accord recommendations, and benefit from possible recommendations. A copy of the report and minutes from the January 8, 2015 meeting may be found at:

<http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=14370>

Our agreement to participate in Phase 2 does not negate the City's ability to withdraw later on in the process. If any of the stipulations outlined in the ILA or future Phase II agreements show a negative impact on the City or cause the Council concern, the City could choose to leave immediately. As a reminder, there are also protections if the City chooses to participate, but does not support a transportation mode and/or strategy entering the City:

- Utah Transit Authority does not have authority outside of its jurisdictional boundaries. The Transit Authority would not be able to levy bonds or institute fees without Park City choosing to become a member of the service area or work in partnership with the agency.
- Operations cost for any transit project will be substantial and will have to come from local funds, Park City would need to be a willing financial partner unless UTA would choose to cover these (Staff does not believe this is likely).
- Federal transit funds are highly competitive and projects that are inconsistent with local zoning and/or do not have local support are much less competitive for federal funds.
- Local/state share would be required under any federally funded project and it is highly likely our financial participation would be required.

The attached ILA also has the following language should the City determine that participation is no longer in our best interest:

13. *WITHDRAWAL FROM AGREEMENT. Any Party may withdraw from participation in the Program by giving written notice of such termination to all other Parties and specifying the effective date thereof. No Party or Parties withdrawing from participation hereunder shall be entitled to any refund of any monies previously contributed to Phase II expenses pursuant to this Agreement; provided, however, any such Party or Parties shall not be obligated to make any further contributions contemplated in this Agreement following the date of such withdrawal.*

### **Interlocal Agreement Benefits**

Staff believes that our continued participation in the Mountain Accord offers the city several potential benefits. Those include:

- **Securing dedicated right-of-way for transit.** This right-of-way, or travel lanes, would be within UDOT controlled right-of-way along SR-248 and SR-224. The right-of-way would provide the space needed to implement a wide range of scalable transit solutions as the region and traffic grow. Transit could begin as simple as buses traveling in a managed bus\HOV lane eventually evolving into a fixed guide way (rail) operating in the center median. Obtaining this right-of-way has never been more possible than it is now with the Mountain Accord process and the accompanying attention of State and Federal legislators. Securing this right of way would be a solid first step in securing the region's transportation future.

- **Creation of an Environmental Assessment/Scorecard/Dashboard.** The Mountain Accord has also voted to support a \$250,000 Environmental Assessment/Scorecard/Dashboard. The program will 1) create a monitoring system based on select key environmental attributes that could be measured and evaluated over time; 2) provide a common understanding of current ecological conditions and trends over time, and 3) provide applicable vegetation, wildlife, and ecosystem data for use in management decisions. This information/dashboard could be used by elected officials, community members, non-profits and various agencies in their prioritization of expenditures for land preservation, stewardship, restoration, mitigation and maintenance.

- **Creation of a Trail Network.** A trail network connecting Park City-Solitude-Snowbird, expansion of the mid-mountain trail system through Hi-Ute and Lambs Canyon, and the completion of the millennial bike path from Park City to SLC are being proposed.

- **No Expansion of use for Guardsman Pass Road.** The current blueprint does not include expansion of the Guardsman Pass Road.

- **Additional land protections.** These are proposed along the ridge line and into Summit County in the White Pine Canyon region.

- **Study and potential funding for enhanced bus service up Parleys.**

- **Up to 25,000 acres of federal lands with additional protections.**

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination (Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment (Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities (Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?	+ Well-utilized regional public transit (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)	~ Managed natural resources balancing ecosystem needs (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)	~ Entire population utilizes community amenities (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)	+ Engaged and informed citizenry (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Positive 	Neutral 	Neutral 	Positive 
<b>Comments:</b> It is impossible to say if the environmental benefits will increase or decrease until a significant Environmental Impact Study has been done on each component. The project does have a number of regional public transit projects included. This could allow for more community engagement with our transportation system, but additional study is required. The real benefit of the Mountain Accord process is that it has definitely engaged our public in a major discussion about where we are heading.				

**Phase II Funding Source**

Participating in Phase II will require a \$100,000 annual contribution for the next three years. Those funds are currently included in the Transit CIP Budget for 2015-2016.

**Department Review:** Transportation, Sustainability, Legal, Executive

**Attachments:**

- Draft Accord – May 25, 2015**
- Phase II ILA**
- Emailed and Hardcopy Comments Feb. 4 - March 16**
- Emailed and Hardcopy Comments March 17 - May 1**
- FINAL Public Comment Summary 5 20 15**
- Open Ended Survey Responses for Web 2.4 - 5.1**

**DRAFT ACCORD OUTLINE – Version 1.1 May 24, 2015****EXECUTIVE SUMMARY**

This will be developed into a one-page, public-friendly description.

**WHEREAS**

- Importance of watershed, environment, recreation opportunities, quality of life, healthy lifestyle, economy
- Reason for Mountain Accord - threats, population increases, controversy, uncertainty
- How established, charter, Executive Board, authorities
- Extensive process over past year resulted in the basis for the agreement
- Recognize role of private interests, resorts and private land holdings as willing participants

Now let it therefore be resolved that the parties agree:

**AGREEMENT****1) SUCCINCT DESCRIPTION OF INTENT / PURPOSE**

- a) Purpose centered on watershed, environment, recreation, with economy following, transportation is a tool to achieve these larger goals
- b) Landscape scale, not jurisdiction-based
- c) Doing nothing is not a desirable option, importance of taking action now
- d) Fully vet and answer the 'do we connect and if so, how' for the foreseeable future
- e) Documented agreement for reference into the future
  - i) basis for federal actions
  - ii) significance of negotiation with private interests

**2) INTENDED OUTCOME**

- a) Watershed protection
- b) Environmental preservation
- c) Recreation opportunities
- d) Avoid mountain development except clustered nodes at base of ski areas
  - i) Clearly describe what resort development is currently planned
- e) Incentivize transit, walking, and biking and dis-incentivize single-occupancy automobile use
- f) **Certainty that the above will remain in place in perpetuity recognizing change in administrations, elected officials, ski area ownership**
- g) **Permanent preservation of specified lands and ski resort boundaries in final configuration**
- h) Governance structure and steady stream of funding to facilitate above goals and adapt to ongoing needs

### 3) AGREED-UPON ACTIONS

To accomplish the above, we agree

- to support the Accord publicly and within our constituencies
- to work in good faith toward the land protection and transportation solutions
- specifically to support and execute the following actions

#### a) LAND PRESERVATION PACKAGE

##### i) FEDERAL LAND BILL

- (1) Aggressively pursue legislation for federal land designation and land exchange
- (2) Attach Draft Bill, to be reviewed and agreed-upon before introducing to congress
- (3) Conservation Management Area or National Recreation Area
- (4) Boundaries = generally USFS boundary Little Cottonwood Canyon to Parleys
- (5) Wilderness adjustments/ exchange for Bonneville Shoreline Trail and transit

##### ii) LAND EXCHANGE – PUBLIC GAINS

- (1) 2150 acres of upper watershed
- (2) All land going to USFS will be part of new federal designation
- (3) Lands going to other public ownership must have agreed upon conservation easement
- (4) USFS lands exchanged must be value for value
- (5) Agreement that no further ski area expansion will take place in Cottonwood Canyons with the exception of minor boundary adjustments described herein

##### iii) LAND EXCHANGED FOR

- (1) 288 acres goes from USFS to ski resort base areas, but no additional development entitlements or water given, with exception of Alta
- (2) Additional snowmaking water for Alta, Snowbird, Brighton, and Solitude and culinary water for 108 units for Town of Alta, only provided when all land preservation actions are completed and Grizzly Gulch put into permanent protection
- (3) Development Conditions for USFS lands being transferred to Alta Ski Area:
  - (a) approximately 20% community development footprint and 80% open-space to support current land uses such as lifts and small base facilities
  - (b) existing ways of access to public lands for ski areas, trails, business operations, residences, other private parcels, and parking in this acreage are preserved
- (4) Limited ski resort permit expansions of 210 acres (approximately 140 acres in Hidden Canyon next to Brighton, 70 acres in lower Silverfork/ Honeycomb Canyon)
- (5) 416 acres goes from USFS to Snowbird in American Fork Canyon (original parcels from Matheson Bill), no approval of development is included in this agreement, sideboards on development may be stated

(6) Attach Cottonwood Task Force document for details

**b) NEPA/ DECISION-MAKING PROCESS**

- i) Succinct description of purposes/ needs
- ii) Proposed actions/ proposal
  - (1) USFS Land Exchange
  - (2) Federal Designation
  - (3) Focused Growth at Recreation Nodes
  - (4) Reliable, Attractive, Competitive Transit (potentially fixed-guideway)
  - (5) User fees and/or fees to disincentive single occupancy auto use
- iii) Potential Federal Actions
  - (1) Federal Funding
  - (2) USFS Land Needed for ROW
  - (3) USFS Land Exchange
  - (4) potential USFS Plan Amendment, Management Plan for Federal Designation
  - (5) potential USACOE 404 Permit
- iv) NEPA process
  - (1) Open, transparent, comprehensive
  - (2) Environmental Impact Statement (document used to make decisions under NEPA) will be streamlined, public-friendly, and will use existing conditions, goals and relevant metrics from Mountain Accord effort as much as possible
  - (3) Schedule, milestones
- v) Transportation Termini/ Corridors/ Modes
  - (1) Termini
    - (a) 7200/9400 S near North/South TRAX
    - (b) Top of Big Cottonwood Canyon
  - (2) Modes/ Corridors
    - (a) Either 9400 S or 7200 S bus or rail, tying into regional transit network, potentially fixed-guideway
    - (b) Little Cottonwood Canyon
      - (i) bus on existing roadway with limited auto access, fixed-guideway bus or rail (separate right-of-way), key questions:
        - (ii) how much autos are restricted
        - (iii) is there an independent guideway for transit
        - (iv) how do we mitigate avalanche paths
        - (v) how can we reduce parking needs for various options
      - (c) Big Cottonwood Canyon - improved/ year-round bus service
      - (d) Connection between Big Cottonwood Canyon and Little Cottonwood Canyon (Grizzly Gulch area) – potential tunnel/fixed-guideway transit (bus or rail)
    - (3) Improved accommodations for road cycling and pedestrians
    - (4) All transportation options equal – no preferred
    - (5) No actions that facilitate increased auto capacity
    - (6) No aerial or ski lift options

vi) Fees, Incentives, Dis-Incentives

- (1) Evaluate options to incentivize transit, walking, and biking and dis-incentivize single-occupancy auto use
- (2) Range of options includes recreation fees, ski resort parking fees, USFS parking fees, and bans/restrictions like Zion National Park (any of these may require state or federal legislative action)
- (3) Parking/pricing/dis-incentive strategies should be regionally coordinated and integrated with transportation solutions

**c) OTHER TRANSPORTATION ACTIONS**

- i) Maintain focus on improving the integrity of the regional transportation system
- ii) Legitimate and immediate study on rapid bus connection between Salt Lake City and Park City via Parley's and Kimball Junction
- iii) Study transit improvements for SR-224, SR-248, and US-40 in Summit County
  - (1) Understand regional and local travel markets
  - (2) look at a wide range of modes/innovative solutions
- iv) Study economic, transportation, and other benefits of a wide range of non-auto-based options to connect Park City with Big Cottonwood Canyon
- v) Actively support keeping Guardsman Pass Road closed in winter from Bonanza Flats to Big Cottonwood Canyon
- vi) Private shuttle in Millcreek - implementation deadline

**d) ENVIRONMENTAL MONITORING, ADAPTIVE MANAGEMENT, and RESTORATION**

- i) Environmental Scorecard
- ii) Adaptive Management Plan
- iii) Restoration/ mitigation (watershed protection, contaminated soils/historic mining activities, lands with invasive weeds, impaired streams, roadside mitigation/stabilization)

**e) TRAILS**

- i) Comprehensive trail plan parallel to NEPA process
- ii) Immediate actions on certain trail components

**f) LAND ACQUISITION PROGRAM**

- i) Coordinated, comprehensive program for acquisition of private lands with willing sellers for the entire study area

**g) GOVERNANCE**

- i) The actions proposed above are inter-related and require approval or coordination by various entities represented on Mountain Accord. Continue to take an integrated approach to making decisions.
- ii) Recognize the number of jurisdictions can make resource management and project implementation challenging.

- iii) Study options for better multi-jurisdictional coordination, collaboration, and communication.
- iv) Potential taxing mechanisms may be needed to support the above actions; funding is needed for environmental monitoring/restoration, additional purchase of lands, trails, resource management and operations, and transportation
- v) Mountain Accord decisions are consensus based and do not supersede federal, state, and local jurisdictions' authorities. Local jurisdictions that have consented in the Accord shall seek to implement agreed-upon scenarios or actions within their jurisdiction through zoning, general plan, or other tools available. Local jurisdictions are not obligated to implement actions with which they are not in agreement.
- vi) For the Wasatch Front, maintain current municipal watershed regulatory authority and a regional approach to land use jurisdiction within the mountainous area (excluding existing municipal boundaries).

#### **h) CONNECTION OF ABOVE ACTIONS**

- i) Above actions are contingent upon one another for agreement
- ii) Contingency plan if congressional action does not happen
  - (1) congressional action or a similar path that provides the same permanent protection, until x date when this accord expires
  - (2) unless the parties agree to re-convene on this issue to pursue administrative, conservation easements, or other channels
- iii) Grizzly Gulch
  - (1) Grizzly Gulch excluded from the land exchange
  - (2) Alta Ski Area agrees to a development moratorium for 5 years while environmental analysis and decisions are made
  - (3) If NEPA Record of Decision (ROD) includes a tunnel from Little Cottonwood to Big Cottonwood, Alta Ski Area transfers privately held lands in Grizzly Gulch to Salt Lake City and Salt Lake City provides culinary water and snowmaking water to the Town of Alta
  - (4) If ROD does not include a tunnel, then Alta Ski Area would not put Grizzly Gulch into conservation and Salt Lake City would not provide culinary or snowmaking water

#### **i) ADDITIONAL COMMITMENTS FOR NEXT PHASE**

- i) Goals: ramp up public engagement, complete NEPA process, congressional action, economic/ funding study, be ready to take action on something immediately
- ii) Governance, Policies: Executive Board/ Management Team membership and role, conflict of interests/disclosures, budget policies (private donations, demonstration projects), public transparency

#### **SIGNATURES**

- Executive Board
- Ski Resorts

## ATTACHMENTS

- Definitions
- Maps Showing Intended Outcomes (land preservation, transportation corridors, description of total development planned, ski resort boundaries)
- Federal Land Bill Draft
- Cottonwood Task Force Conditions
- Milestone Decision Memos on Vision, Goals, Metrics; Idealized Systems; Blueprint or other reports
- Other Phase II Agreements, if applicable

## **PROGRAM AND FUNDING AGREEMENT**

### **Mountain Accord Phase II**

This Interlocal Program and Funding Agreement — Mountain Accord Phase II (“Agreement”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 2015 by and among Cottonwood Heights (“Cottonwood Heights”), Draper City (“Draper”), the Metropolitan Water District of Salt Lake & Sandy (“MWDSLS”), Park City Municipal Corporation (“Park City”), Sandy City (“Sandy”), Salt Lake City (“SLC”), Salt Lake County (“Salt Lake County”), Summit County (“Summit County”), the Town of Alta (“Alta”), Utah Department of Transportation (“UDOT”), Utah Transit Authority (“UTA”), and Wasatch County (“Wasatch County”). Each is individually referred to as a “Party” and collectively as the “Parties.”

### RECITALS

WHEREAS, UDOT is a Utah state agency with the general responsibility for planning, research, design, construction, maintenance, security, and safety of state transportation systems, and implementing the transportation policies of the state;

WHEREAS, UTA is a public transit district organized pursuant to Utah law, and provides transit services in and around the Wasatch Front;

WHEREAS, SLC, Sandy, Cottonwood Heights, Draper City, Alta, and Park City are Utah municipal corporations, and have various responsibilities and legal authorities related to land use, transportation, watershed and water resources, economic, and environmental issues;

WHEREAS, Salt Lake County, Summit County and Wasatch Counties are Utah counties, and have various responsibilities and legal authorities relating to land use, transportation, watershed and water resources, economic, and environmental issues;

WHEREAS, MWDSLS is a Utah metropolitan water district operating pursuant to the Metropolitan Water District Act, Utah Code Annotated, Title 17B, Chapter 2A, Part 6, and has various responsibilities for providing wholesale water supplies to its member cities and others;

WHEREAS, the Parties wish to build upon previous and certain ongoing efforts, including the recent Wasatch Canyons Tomorrow and the Mountain Transportation Studies, and conduct a comprehensive regional, long-term review of various transportation solutions in the central Wasatch Mountains that recognizes and incorporates the interdependent transportation, land use, recreation, wilderness, watershed and economic issues and opportunities;

WHEREAS, the Parties have previously entered into a Program and Funding Agreement for Wasatch Summit Phase I (“Phase I Agreement”), dated February 3, 2014, which established

a Mountain Accord Program Charter dated February 2014 (“Program Charter”). The Program Charter will be maintained by the Program Manager (defined below) and will be updated as needed by consensus of the Executive Board (defined below);

WHEREAS, the Parties desire to enter into this Agreement to provide for a transition from Phase I into Phase II (as defined below), and to define their respective roles and responsibilities with respect to Phase II.

## AGREEMENT

NOW, THEREFORE, in consideration of the recitals, mutual covenants and agreements herein set forth, the mutual benefits to the Parties to be derived, and for other valuable consideration, the receipt and sufficiency of which the Parties acknowledge, the Parties agree as follows:

### 1. PROGRAM DESCRIPTION.

- A. The Parties intend to collaborate with each other to address long-term transportation, environmental, economic, and recreation needs in the Central Wasatch Mountains (the “Program”).
- B. Phase I of the Program has concluded. This Agreement supersedes and replaces the Phase I Agreement, although contracts for the Project Manager (defined below) and Environmental Technical Consultant (defined below) established under the Phase I Agreement may still be in effect. During Phase I, the parties to the Phase I Agreement (i) contributed to the Program and deposited funds into a holding account managed by UTA, and (ii) engaged a Mountain Accord Program Manager (“Program Manager”) and a consultant to provide environmental professional services (“Environmental Technical Consultant”). UTA will retain in that holding account any funds left over from Phase I, and those funds will continue to be dedicated to Program expenses, as further detailed in Paragraph 6.
- C. The Parties anticipate that this phase of the Program (“Phase II”) will be up to a three year process that (i) will finalize a Mountain Accord Blueprint (“Blueprint”) that will be a landscape-scale vision for the Central Wasatch Mountains, addressing environmental protection, recreation, economic prosperity, and transportation issues; and (ii) will implement various components of the Blueprint, as prioritized by the Executive Board (as defined below), with the available Program funding.
- D. The final work deliverables and general agreement on the major decisions in Phase II will be in accordance with the elements of the approved Blueprint, as prioritized by the Executive Board.
- E. Each of the Parties will pledge funds as more particularly set forth herein, for

Phase II.

2. EXECUTIVE BOARD AND DESIGNATED REPRESENTATIVES. An Executive Board (“Executive Board”) is established to be the consensus-based governing body of the Program. Each Party may appoint one person (a “Designated Representative”) to be a member of the Executive Board. The Parties may invite third parties to serve on the Executive Board at their direction. The Executive Board shall meet at least quarterly, and may meet more frequently, as agreed upon by a majority of the Executive Board. The Parties hereby designate the following as their Designated Representatives on the Executive Board:

Alta.....Mayor Tom Pollard  
Cottonwood Heights .....Mayor Kelvyn H. Cullimore, Jr.  
Draper City.....Mayor Troy Walker  
Metropolitan Water District  
of Salt Lake & Sandy.....Michael L. Wilson, MWDSLS General Manager  
Park City .....Council Member Andy Beerman  
Sandy.....Mayor Tom Dolan  
Salt Lake City .....Mayor Ralph Becker  
Salt Lake County.....Mayor Ben McAdams  
Summit County .....Council Member Christopher Robinson  
UDOT .....Nathan Lee, Region 2 Director  
UTA .....Michael Allegra, President/CEO, UTA  
Wasatch County .....Council Member Michael Kohler

Any party may change its Designated Representative on the Executive Board. Such changes will be reflected by updating the Program Charter; no Amendment (defined below) to this Agreement will be necessary.

3. MANAGEMENT TEAM. A Management Team was established under the Program Charter to manage the activities of Mountain Accord. The Management Team will continue to administer the Program, approve contract scopes of work and budgets for Program consultants, including the Program Manager, the Environmental Technical Consultant, and any other technical consultants hired for the Program, make recommendations to the Executive Board for formal decisions and conflict resolutions as necessary, and give direction to the Program Manager on the day-to-day management of the Program. The Management Team consists of Mayor Ralph Becker, Council Member Andy Beerman, Mayor Tom Dolan, Mayor Ben McAdams, Michael Allegra, David Whittekiend with the US Forest Service, and Alan Matheson representing the State of Utah. Changes to the membership of the Management Team

will be reflected by updating the Program Charter; no Amendment (defined below) to this Agreement will be necessary.

4. **TERM.** The term of this Agreement shall be up to three (3) years, unless otherwise agreed by the Parties in accordance with Paragraph 11. However, in no case shall this Agreement extend for a term that exceeds fifty (50) years.
5. **FUNDING.** The amounts for funding Phase II of the Program, allocated by the Parties over a three year period, is expected to be as follows:

Salt Lake City .....	\$600,000
Salt Lake County.....	\$600,000
Utah Transit Authority .....	\$600,000
City of Sandy .....	\$300,000
MWDSLS .....	\$300,000
Park City Municipal Corporation.....	\$300,000
Draper City .....	\$180,000
City of Cottonwood Heights .....	\$150,000
Summit County .....	\$150,000
UDOT .....	\$150,000
Wasatch County .....	\$150,000
Town of Alta .....	\$ 45,000

Funding is due as follows: for each of the monetary contributions, one-third of each Party's contribution will be due and payable on or before September 30, 2015; one-third of each Party's contribution will be due and payable on or before September 30, 2016, and one-third of each Party's contribution will be due and payable on or before September 30, 2017, assuming such amount is appropriated by the Party for such purpose. The funds shall be deposited in the UTA segregated holding account described in Paragraph 6 of the Agreement and shall be used solely for the purposes of the Program, as directed by the Executive Board.

In addition, the State of Utah has contributed \$3,000,000 of fiscal year 2015 state funding through the Governor's Office of Economic Development ("GOED"), which is expected to be received on or before April 30, 2015 through a grant agreement between GOED and Utah Transit Authority. Parties anticipate that the State of Utah will continue to contribute to the Program each year. This amount will be determined annually by the Utah State Legislature.

In the event that funding is not appropriated to the Program in the expected amounts, as set forth above, the Executive Board shall address the shortfall by reducing the scope of the Program, raising alternate funds, or taking other measures deemed appropriate by the Executive Board.

6. **HOLDING ACCOUNT.** All funds allocated by the Parties for Phase II of the Program will be deposited in a segregated holding account (the "Account"), which

UTA created pursuant to the Phase I Agreement and will manage solely for the purposes of the Program pursuant to this Agreement and any further agreement of the Parties. The Account will be interest-bearing with all interest accruing to the Account to be used solely for payment of Program-related expenses. The Account may receive funds from the Parties and third party contributors, as approved by the Executive Board, and in accordance with UTA policies. UTA shall pay Program expenditures first from the funds appropriated by the State of Utah. Once the State of Utah funds are expended, UTA shall pay Program expenditures from the commingled funds contributed by the remaining Parties and any third party contributors. UTA shall provide financial information to the Program Manager to issue a quarterly statement of contributions received, interest earned, invoices paid and current balance of the Account for Party and public review. UTA agrees to make all financial records associated with the Account available to any Party or third party contributor upon request. The Account may be audited at the request of any Party or third party contributor at the requestor's own expense.

7. **CONTRACTOR ADMINISTRATION.** UTA shall be responsible for administration of the Program Manager and Environmental Technical Consultant contracts established under the Phase I Agreement. Additional contracts as authorized by the Executive Board may be administered by other Parties as agreed to by the Executive Board. Contract administration services will be provided by the Parties at no charge to the Program. Parties will not enter into any contracts committing Program funds without the knowledge and consent of the Executive Board.

Any Party that administers a contract authorized and funded pursuant to this Agreement shall coordinate with the Management Team, as authorized by the Executive Board, in such matters as developing scopes of work, issuing Notices to Proceed, issuing change orders, accepting the work products of the Program contractors and similar items; however, at such time as a Notice of Intent is issued to begin preparation of an environmental document in accordance with the National Environmental Policy Act (NEPA), the Environmental Technical Consultant will then take direction from the Lead Agencies, as defined by NEPA, regarding work scope and contract deliverables. The Lead Agencies will also review and approve the scope of work for the Environmental Technical Consultant regarding preparation of the environmental document(s). The Management Team will provide input to the Lead Agencies regarding the NEPA scope of work, deliverables, and decisions for the Program.

8. **CONTRACTOR SELECTION.** The Management Team, or their designated representative, shall prepare scopes of work for any new Program consultants, which must be approved by the Executive Board. The Party administering the contract shall issue requests for proposals and administer Program contracts in accordance with their agency's policies. The Management Team, with input from the Executive Board, shall appoint members of the Executive Board or their designated staff to participate on the evaluation and selection committees for any new Program contracts.

9. **PAYMENT OF INVOICES.** Any Party administering any contracts authorized and funded pursuant to this Agreement will review the invoices to make sure they meet the Party's contracting and accounting policies and procedures, and will forward invoices received from the contractors to the Program Manager for review, and to each Party's designated representatives for review and approval. For all contractor invoices other than the Program Manager's invoices, the Parties will request that the Program Manager provide the Parties a description of the expenditures with an evaluation of whether the invoice is consistent with the scope and budget of the associated contract. Each Party shall have ten (10) business days in which to review and either approve or disapprove payment of the invoice (in whole or in part). Failure to notify the administering Party of disapproval within ten (10) business days will be deemed approval. Approved invoices shall be submitted to UTA for payment. UTA will not process any invoices for payment from the Account until approval from all Parties has been provided, whether through express approval or non-response within ten (10) business days. Any portion of an invoice that is not approved will not be paid until issues of concern have been resolved and a revised invoice has been distributed to all Parties and all Parties have approved the revised invoice, whether through express approval or non-response within ten (10) business days. In no event shall UTA be expected or required to pay amounts in excess of funds already appropriated to the Program and deposited into the Account described in Paragraph 6.
10. **COORDINATION AND INFORMATION SHARING.** The Parties agree to keep each other timely informed of substantive independent communications and activities related to the Program. The Program Manager may speak on behalf of the Program to third parties, including the media, as authorized by the Scope of Work for the Program Manager. The Parties agree to make available to the Program relevant and useful information procured or maintained in the ordinary course of a Party's business.
11. **ENTIRE AGREEMENT; AMENDMENT.** This Agreement contains the entire agreement between the Parties with respect to the subject matter hereof, and no statements, promises, or inducements made by any Party or agents of any Party that are not contained in this Agreement shall be binding or valid. Alterations, extensions, supplements or modifications to the terms of this Agreement shall be agreed to in writing by the Parties, incorporated as amendments (an "Amendment" or "Amendments") to this Agreement, and made a part hereof. Notwithstanding the foregoing, the Parties hereby authorize the Executive Board to amend this Agreement to include new funding partners, on the same terms contained herein, without further approval from the Parties' respective legislative bodies. To the extent of any conflict between the provisions of this Agreement and the provisions of any later Amendments, the later Amendments shall be controlling.
12. **RECORDS.** Records pertaining to this Agreement, specifically including but not limited to records pertaining to procurement or financial matters under this Agreement, will be maintained by UTA subject to the Utah Government Records

Access and Management Act and applicable Federal law. Records created by or through the work of the Program Manager and the technical consultants shall be maintained by such consultants in accordance with their respective Scopes of Work.

13. WITHDRAWAL FROM AGREEMENT. Any Party may withdraw from participation in the Program by giving written notice of such termination to all other Parties and specifying the effective date thereof. No Party or Parties withdrawing from participation hereunder shall be entitled to any refund of any monies previously contributed to Phase II expenses pursuant to this Agreement; provided, however, any such Party or Parties shall not be obligated to make any further contributions contemplated in this Agreement following the date of such withdrawal.

14. TERMINATION OF THE AGREEMENT. At the expiration of this Agreement or if the Executive Board determines the Program should be discontinued, any funds remaining in the Account described in Paragraph 6, including any accrued interest, shall be refunded to each Party or contributor *pro rata*.

#### 15. DISPUTE RESOLUTION

- A. The Parties agree to make a good faith effort to resolve any dispute regarding the construction or interpretation of any provision of this Agreement, or regarding any policy matter or the determination of an issue of fact, at the lowest reasonable and appropriate possible level. In the event any such dispute is not able to be resolved in this manner, the dispute shall be referred to the Management Team for resolution of the dispute.
- B. If the dispute is not resolved by the Management Team, within fourteen (14) calendar days from the date of first notification by one Party to the other of the disputed issue, the dispute may be advanced, by any Party to the Executive Board.
- C. If the dispute is not resolved by majority vote of the Executive Board within thirty (30) calendar days after referral to the Executive Board, then the Parties to the dispute shall refer the dispute for resolution to a single mediator, agreed upon by the Parties involved in the dispute. If the Parties are unable to agree upon a single mediator, the matter shall be referred for resolution to a three-member Mediation Panel to be mutually agreed upon by all Parties involved in the dispute. Panel members shall be independent of the entities involved in the dispute and shall be recognized and approved by State and/or federal courts as qualified and experienced mediators/arbitrators. Each Party to the dispute shall pay its own costs and fees, including a prorated share of the fees for the appointed mediator(s). Any of the above time periods may be modified by mutual agreement of the Parties to the dispute.
- D. If the dispute cannot be resolved by the mediator or Mediation Panel within ninety (90) calendar days from the date of referral to the mediator or Mediation Panel, or if the parties involved in the dispute cannot mutually

agree upon a mediator or the members of the Mediation Panel, the dispute may be brought before a court or other tribunal appropriate under the circumstances for *de novo* review. A matter may proceed to court only after exhaustion of the above procedures.

16. NOTICES. Notices required under this Agreement shall be sent to the Designated Representative at the contact information set forth below, with a copy, if applicable, to the following:

UDOT

Nathan Lee  
Utah Department of Transportation  
Region Two  
2010 South 2760 West  
Salt Lake City, Utah 84104

Copy to:

Renee Spooner  
Utah Department of Transportation  
4501 South 2700 West  
P.O. Box 148455  
Salt Lake City, UT 84114-8455

UTA

President/CEO Michael Allegra  
669 West 200 South  
Salt Lake City, UT 84101  
Email: [mallegra@rideuta.com](mailto:mallegra@rideuta.com)

Copy to:

UTA General Counsel  
669 West 200 South  
Salt Lake City, UT 84101

SALT LAKE CITY

Mayor Ralph Becker  
Salt Lake City Mayor's Office  
451 South State Street, Room 306  
P.O. Box 145474  
Salt Lake City, UT 84114  
Telephone: (801) 535-7704  
Email: [Ralph.Becker@slcgov.com](mailto:Ralph.Becker@slcgov.com)

Copies to:

Salt Lake City Attorney

451 South State Street, Room 505  
P.O. Box 145478  
Salt Lake City, UT 84114-5478  
Telephone: (801) 535-7788

And

Laura Briefer  
Salt Lake City Department of Public  
Utilities  
1530 South West Temple  
Salt Lake City, UT 84115  
Email: [laura.briefer@slcgov.com](mailto:laura.briefer@slcgov.com)

COTTONWOOD HEIGHTS

Mayor Kelvyn H. Cullimore, Jr.  
1265 East Fort Union Blvd., Suite 250  
Cottonwood Heights, UT 84047  
Email: [kcullimore@ch.utah.gov](mailto:kcullimore@ch.utah.gov)

Copy to:

c/o Wm. Shane Topham  
Callister Nebeker & McCullough  
10 East South Temple, 9<sup>th</sup> Floor  
Salt Lake City, UT 84111  
Telephone: (801) 530-7300  
Facsimile: (801) 364-9127  
Email: [wstopham@cnmlaw.com](mailto:wstopham@cnmlaw.com)

ALTA

Mayor Tom Pollard  
Town of Alta  
P.O. Box 8016  
Alta, UT 84052  
Telephone: (801) 363-5105  
Email: [tjp@townofalta.com](mailto:tjp@townofalta.com)

PARK CITY

Council Member Andy Beerman  
Park City Municipal Corporation  
P.O. Box 1480  
Park City, UT 84060-1480  
Email: [andy@parkcity.org](mailto:andy@parkcity.org)

Copies to:

Diane Foster, City Manager

Park City Municipal Corporation  
P.O. Box 1480  
Park City, UT 84060-1480  
Email: [diane@parkcity.org](mailto:diane@parkcity.org)

City Attorney  
Park City Municipal Corporation  
P.O. Box 1480  
Park City, UT 84060-1480  
Telephone: (435) 615-5025

SANDY CITY

Mayor Tom Dolan  
Sandy City  
10000 Centennial Parkway  
Sandy, Utah 84070

Copy to:

John Hiskey  
Sandy City  
10000 Centennial Parkway  
Sandy, Utah 84070  
Telephone: (801) 568-7104  
Email: [jhiskey@sandy.utah.gov](mailto:jhiskey@sandy.utah.gov)

SALT LAKE COUNTY

Mayor Ben McAdams  
Salt Lake County Government Center  
2001 South State Street, Ste N2100  
PO Box 144575  
Salt Lake City, Utah 84114-4575  
Email: [ben@slco.org](mailto:ben@slco.org)

Copy to:

Kimberly Barnett  
Salt Lake County Government Center  
2001 South State Street, Ste N2100  
PO Box 144575  
Salt Lake City, Utah 84114-4575  
Email: [kbarnett@slco.org](mailto:kbarnett@slco.org)

SUMMIT COUNTY

Christopher Robinson  
Summit County Council  
P.O. Box 982288

Park City, Utah 84098  
Email: [cfrobinson@summitcounty.org](mailto:cfrobinson@summitcounty.org)

Copy to:

Tom Fisher  
Summit County Manager  
60 N. Main  
P.O. Box 128  
Coalville, Utah 84017  
Email: [tfisher@summitcounty.org](mailto:tfisher@summitcounty.org)

WASATCH COUNTY

Council Member Michael Kohler  
25 North Main Street  
Heber City, Utah 84032

Copy to:

Wasatch County Attorney  
805 West 100 South  
Heber City, Utah 84032

MWDSLS

Michael L. Wilson  
Metropolitan Water District of Salt Lake  
& Sandy  
3430 East Danish Road  
Cottonwood Heights, Utah 84093  
Telephone: (801) 942-9685  
Email: [wilson@mwdsls.org](mailto:wilson@mwdsls.org)

Except as otherwise provided in this Agreement, any notice, demand, request, consent, submission, approval, designation or other communication which any Party is required or desires to give under this Agreement shall be made in writing and mailed, faxed, or emailed to the other Parties addressed to the attention of the Designated Representative. A party may change its Designated Representative, address, telephone number, facsimile number, or email address from time to time by giving notice to the other Parties in accordance with the procedures set forth in this Section.

17. INTERLOCAL COOPERATION ACT REQUIREMENTS. In satisfaction of the requirements of the Interlocal Act, the Parties agree as follows:

(a) This Agreement shall be authorized by resolution of the legislative body of each Party pursuant to Section 11-13-202.5 of the Interlocal Act, and the Executive Director of UDOT.

(b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party, pursuant to Section 11-13-202.5 of the Interlocal Act;

(c) A duly executed copy of this Agreement shall be filed with the keeper of records of each Party, pursuant to Section 11-13-209 of the Interlocal Act;

(d) Except as otherwise specifically provided herein, and in addition to the funding obligation of Paragraph 5, each Party shall be responsible for its own costs of any action taken pursuant to this Agreement, and for any financing of such costs; and

(e) No separate legal entity is created by the terms of this Agreement. To the extent that this Agreement requires administration other than as set forth herein, it shall be administered by the Mayor or chief executive officer of each Party. No real or personal property shall be acquired jointly by the Parties as a result of this Agreement. To the extent that a Party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such Party shall do so in the same manner that it deals with other property of such Party.

18. **NO THIRD PARTY BENEFICIARIES.** There are no intended third party beneficiaries to this Agreement. It is expressly understood that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the Parties, and nothing contained in this Agreement shall give or allow any claim or right of action by any third person under this Agreement. It is the express intention of the Parties that any person other than the Party who receives benefits under this Agreement shall be deemed an incidental beneficiary only.

19. **EXECUTION IN COUNTERPARTS.** This Agreement may be executed in counterpart originals, all such counterparts constituting one complete executed document.

20. **AUTHORIZATION.** Each Party is duly authorized to enter this Agreement.

IN WITNESS WHEREOF, the above-identified Parties enter this Agreement effective the date of the last Party's signature, except for the purposes of funding under Paragraph 5, the effective date as to each Party is the date of that Party's signature

UDOT agrees to provide \$150,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

UTAH DEPARTMENT OF  
TRANSPORTATION

---

Nathan Lee, Region 2 Director

Approved as to Form

---

Salt Lake County agrees to provide \$600,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

SALT LAKE COUNTY

---

Ben McAdams, Mayor

Approved as to Form

---

Summit County agrees to provide \$150,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

SUMMIT COUNTY

---

Kim Carson, Council Chair

Approved as to Form

---

Salt Lake City agrees to provide \$600,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

SALT LAKE CITY

---

Ralph Becker, Mayor

Approved as to Form

---

City of Sandy agrees to provide \$300,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

CITY OF SANDY

---

Tom Dolan, Mayor

Approved as to Form

---

Cottonwood Heights agrees to provide \$150,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

COTTONWOOD HEIGHTS

ATTEST:

\_\_\_\_\_  
Kelvyn H. Cullimore, Jr., Mayor

\_\_\_\_\_  
Kory Solorio, Recorder

Approved as to Form

\_\_\_\_\_  
Wm. Shane Topham, City Attorney

Park City Municipal Corporation agrees to provide \$300,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

PARK CITY MUNICIPAL CORPORATION

---

Jack Thomas, Mayor

Approved as to Form

---

Utah Transit Authority agrees to provide \$600,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

UTAH TRANSIT AUTHORITY

---

Michael Allegra, President/CEO

---

Matt Sibul, Chief Planning Officer

Approved as to Form

---

Town of Alta agrees to provide \$45,000 (subject to required appropriations).

Signed this \_\_\_\_ day of \_\_\_\_\_, 2015.

TOWN OF ALTA

---

Tom Pollard, Mayor

Approved as to Form

---

Wasatch County agrees to provide \$150,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

WASATCH COUNTY

\_\_\_\_\_  
Michael Davis, County Manager

Approved as to Form:

\_\_\_\_\_

MWDSLS agrees to provide \$300,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

METROPOLITAN WATER DISTRICT OF SALT LAKE & SANDY

\_\_\_\_\_  
Michael L. Wilson, General Manager

Approved as to Form:

\_\_\_\_\_  
Shawn E. Draney, General Counsel

Draper agrees to provide \$180,000 (subject to required appropriations).

Signed this \_\_\_ day of \_\_\_\_\_, 2015.

DRAPER CITY

\_\_\_\_\_  
Troy Walker, Mayor

Approved as to Form:

\_\_\_\_\_

Emailed and Hardcopy Comments Feb. 4 - March 16, 2015		City	Date
Comment			
<p>As a concerned resident of the Town of Alta, I would like to go on record fully and strongly supporting the Mountain Accord transportation proposal of a Mountain Light Rail system up Little Cottonwood Canyon and eventually connecting to Big Cottonwood Canyon and Park City. I am a homeowner and registered voter in the Town of Alta. I live in the Town of Alta full time year round and my Alta home is my only residence. I have been a voting resident of Alta for nearly 22 years, residing exclusively in Alta since 2002. Living in Alta exclusively gives me an informed, first hand experience with the transportation nightmare we currently face and insight into transportation alternatives that might best meet the needs of the full time residents as well as the recreational visitors to Alta. The following are some specific comments supporting my overall view that a Mountain Light Rail transportation alternative is the best alternative: - A Mountain Light Rail system would be most reliable and environmentally friendly form of transportation for Little Cottonwood Canyon able to move large numbers of people up and down the canyon and dramatically reduce the reliance on automobiles. Light Rail, rather than buses is a much more appealing approach to the normal rider and would attract many more people who would be willing to shed their automobiles for a rapid transit alternative. - Mountain Light Rail should be able to move residents, skiers, and visitors up and down Little Cottonwood Canyon regardless of weather conditions - totally unlike unreliability that would be expected with bus transit - this condition would be the same even if bus service were to be on a dedicated roadway. As a full-time resident of Alta for years, the frustration and danger of dealing with roads during inclement weather is extreme. - Completion of a Mountain Light Rail system up Little Cottonwood Canyon would make way to ultimately connect Little and Big Cottonwood Canyons. This rail interconnect, along with the inevitable lift interconnect, would dramatically improve the overall Utah (and Alta) skiing experience. - Since there is so little private land available for development in Alta, concerns voiced by some Alta residents about diminishing the "Alta Experience" should be minimized. Alta will remain a small town and needs the best and greatly improved access for both residents and visitors. - Fear of development has long driven Alta politics and appears to be the primary reason for some groups opposing the Mountain Light Rail alternative. Some controlled development in Alta is inevitable - a Mountain Light Rail alternative should be considered independent of development fears and should be focused on what is best to improve the transportation in the canyon for both residents and visitors. - A Mountain Light Rail System connecting the Cottonwood Canyons and Park City would benefit the Town of Alta economically in the non-ski season - a time when the hotels in Alta are generally closed. Rapid access to Park City and Big Cottonwood Canyon could attract summer guests and possibly allow for economically viable hotel operation in the summer. - Although costly, a Mountain Light Rail system up Little Cottonwood Canyon connecting to Big Cottonwood Canyon and Park City, in conjunction with a ski lift interconnect, would result in Utah becoming the premier winter sports destination in the country. The economic benefit to all residents of Utah, skiers or not, would be incalculable. Although my comments are limited to the transportation aspects of the Mountain Accord proposal, I strongly support the "Grand Bargain" that is currently under consideration. Thanks for considering my input.</p>	Alta	2/22/2015	
<p>When I first heard of the most extreme plan for the transportation section of the Mountain Accord project, the linking of the three central Wasatch canyons by a railway running through two, miles-long tunnels, I was stunned. The proponents see a different mountain range than I do. To me the residents of the Salt Lake valley are blessed with a unique landscape. While most people in other urban and suburban areas have to travel great distances to enjoy a bit of peace and quiet, to revel in a slice of solitude, to romp, and play in a largely unspoiled natural setting, we have the Wasatch at our doorstep. On a visit to Switzerland, like most visitors I was entranced by the rugged landscape and beautiful scenery. I assumed that this was a country that celebrated their good fortune. But nearly every valley, every mountain hamlet was crisscrossed, dominated, by mechanical devices for transport: trains, trams, ski lifts, funiculars. The country began to seem like a great mountain theme park: tame, manicured, and pleasant enough but devoid of any wild feeling, any natural charm. The peaks served as picturesque backdrops for the benefit of the dominant commercial interests. I rode up the Collins chairlift this morning with two visitors staying at the Snowpine Lodge, both first-timers to Alta. The Michigan resident had been distressed to hear that the Snowpine was attempting to expand, lobbying hard to build condos. The Swedish national was even more upset that some were pushing for a railway and tunnel system up the canyon and through the mountains. "I've skied all over the world and this place is unique. There are only a few places like this left. You shouldn't spoil it. You don't know what you've got here. I can't believe I'm 39 and I'm only just now discovering this place". And these two are not alone; I've heard many such unrehearsed testimonials. There are proposals within Mountain Accord that make sense: land swaps, environmental protections, van-service up Mill Creek. As cars and parking are a big problem for Alta and Snowbird there may be smaller solutions that could help: sliding tolls based on the number of riders (single drivers pay more), expanded valley parking, dedicated bus lanes, skier-friendly buses (Park City's system is a good one). But, the grand plan, the "connectivity" proposals, the fervid call to immediate action doesn't convince. I have a concern: the comment period ends March 16th and the Mountain Accord board makes its final "preferred option" decision on April 6th; that seems a short time for each board member to read and consider the many-times-requested comments.</p>	Alta	3/5/2015	
<p>My wife and I have been property owners at Blackjack in Alta for the past 20 years and preserving the uniqueness and beauty of Little Cottonwood Canyon is of utmost importance to both of us. We enjoy spending two to three months here every year, both in winter and summer and although we have seen changes in the canyon over those years, what we value most is the lack of development that has proliferated around the Park City area. We appreciate the effort that Mountain Accord is making, particularly bringing so many divergent groups together to try and plan for a reasonable, safe future for the Wasatch. We understand that as a result of that process, compromises will be necessary. We are very much in favor of the land swap that will keep the areas North of route 210, Superior, Flagstaff and Grizzly Gulch wild and free from future development. This is vital to preserving the essence of Little Cottonwood Canyon. We understand that development is inevitable, but I would vastly prefer that any increase in the number of beds in Little Cottonwood be in the form of expansion of the lodges and not replacing them with large condo projects. The transportation plan, however seems over broad and we are not convinced that it's either viable or the best solution to the traffic problems. Rail lines linking all three canyons via tunnels will be very costly and forever change the essence of the wild nature of this area. Additionally, rail may not really solve the transportation problem due to speed issues relating to the steep grade of the canyons and the inflexibility of fixed stations. It seems to us that a much more feasible alternative would be: , in addition to a disincentive for private vehicles, one or two new dedicated bus lanes starting near the existing park and ride on Wasatch Blvd at 6500S and continuing up both Big and Little Cottonwood Canyons. If at some time in the future, this solution proves inadequate, rail lines, or some other form of high speed/high volume public transportation could be built on these lanes with little additional impact on the environment and at a cost much reduced from the initial cost of starting with rail. We appreciate the opportunity to comment on this process.</p>	Alta	3/8/2015	
<p>Greetings, I write to you today as a full time resident of the Town of Alta. I would like to say in short that I am fully supportive of proceeding with the process and eventually implementing the proposals laid out in the Mountain Accord blueprint. It is my opinion that the proposed rail option is the best option for Little Cottonwood Canyon (LCC). This option allows for a partial solution to an overwhelming traffic problem, as well as the possibility of addressing the avalanche hazard presented by the geography of LCC. Rail and associated transportation hubs also would allow for a controlling of environmental impacts presented by the overwhelming number of users in LCC. By unloading people at a designated transportation hub we would also in effect be corralling people in a manner which may ease impacts on other portions of the upper canyon. In regards to a connection to other portions of the Wasatch, I believe that this is a key part of the plan. This connection would allow for not only an alternative transportation option connecting the Wasatch front and back but would also provide for potential increased skier visits and associated economic growth within Little and Big Cottonwood Canyons. This economic growth is certified by limited parking and access to the canyons. Thank you for your time and consideration of my comments. Dear All, My wife and I have been privileged to be able to live in Alta these past 19 years (albeit in 550 sq ft). We love it here for the beauty, the skiing, the hiking, the flowers, the views, and just being in the mountains. Alta is a special place; and people from both around the corner to around the world have a passionate affinity for it. Alta isn't about the shopping, or dining, or cappuccinos, or infrastructure, etc. It's about the easy access to the outdoors and the wildness of this canyon, and sharing it with people who enjoy that experience, also. It doesn't look or feel like any other major destination ski resort. And many people feel, "That's a good thing!" I understand that, with the projected population growth in the Wasatch front and Wasatch back, there will be increasing pressure on the limited resources and "wildness" in between. Mountain Accord has offered up various solutions to control the impacts of that growth to one of the most precious resources we have in Northern Utah. To that end, my thoughts on those proposals: TRANSPORTATION: Both Little and Big Cottonwood canyons are accessed by challenging serpentine roads, especially during weather events. My vote would be for improving the roads by adding dedicated bus lanes and shedding the road where avalanche dangers exist. To have this work, bus service would have to be much more robust and there would need to be incentives (\$) to get people out of their cars and onto the buses. The train option, with 2 long tunnels, would seem to me, to be a very expensive and destructive alternative. Putting in the infrastructure for a major east/west transportation corridor up a canyon as narrow and steep as Little Cottonwood would be very disruptive to the very thing we are trying to save. LAND SWAPS: Swapping private land on the ridges and in Albion Basin for Forest Service land on the valley floor seems like a good alternative to me. It would keep any potential development in the already disturbed areas in the valley and keep it off the hillsides. One problem may be that, without a tunnel, Alta may still want to connect to Big Cottonwood via a lift up Grizzly Gulch. While this may cause the back country community some heartburn, putting in miles long tunnels seems a very expensive and destructive alternative to connect ski areas. I realize that there are many concerned entities and moving parts involved in the decisions going forward. Thank you all for your time, energy and efforts. In the end, we are all trying to preserve this place that we are so fortunate to have in our lives.</p>	Alta	3/8/2015	
<p>To Mountain Accord My husband and I have lived in Alta full time from 1996 until 2007 and then 6 months a year from 2007 thru today. There are very few people who live in Alta full time and I wanted to comment on what it is like to live here when the ski season is over. During the ski season the area and the roads are always busy on powder days and usually on the weekends. Mondays thru Thursdays if there is no new snow the traffic volume is low. BUT when Alta closes the last week in April, Alta is deserted. The day after closing there is not even a can of soda left in the Albion Grill. The Lodges close. All the workers head to the desert or their next season jobs. A few patrollers are left to help close down the Ski Area. If there is a snow storm between the close and the first part of July, no one rushes to plow the roads. Adventurous skiers may drive up to hike up the trails before all the snow is gone. Then finally the Summer Road is clear of snow and is opened historically for the Fourth of July. And at this time people from the valley return to Alta to begin the hiking season and to see the flowers in the Basin. My point is that for two months in the spring and again for six weeks from October until mid November very few people come to Alta. It is usually cold and gray during this period. Bus transportation could be provided, but if a train system was built as you have proposed it would not be utilized for some long periods of the year. A train seems to be overkill for the transportation problems of the canyon. Avalanche in both Big and Little Cottonwood Canyons is a problem. Snowsheds might be built to protect the roads. A designated lane for buses could be added to help ease the amount of vehicles moving up the canyons and thru Parleys. Incentives to encourage people to use the buses should be implemented. Part of salaries paid by businesses in the Ski Areas should be bus passes. People should be encouraged to car pool. Charges for parking in the ski areas should be levied. Appropriate bus schedules should be created. There should be buses in the summer and early and late buses all year; buses for hikers that finish their hikes in the evening because there is so much sunlight in the summer evenings, buses in the winter for guests that might want to have an after ski beer at the Peruvian. Bus schedules must fit the needs of the riders. More buses should be added to move guests and workers between Salt Lake and Park City. It seems that we should try to solve the transportation problem with the use of buses before we go thru the great expense of a train system. I am enthusiastic about the land swap between the Forest Service and the Ski Areas. I feel it is so important to the wilderness of the Wasatch to keep Superior, Flagstaff, the Emmas and other proposed wild areas safe from commercial development. And it seems to make a great deal of sense to have the forest service land near the base areas of the Resorts given to the Resorts for commercial development. I hope to see as much backcountry kept wild as possible. Ridgelines interrupted only by trees and rocks and not lift towers. Ski areas connected by ski runs and the desire of the skiers to make the treks themselves. Adventure comes from the excitement and the determination to make it happen. In the winter a beacon, snowshoes or skis is enough to explore the wilderness of the Wasatch. Visitors from all over the world come to ski and play in our mountains. And they have returned because of the unique style and character of our ski areas and our wonderful snow. Too much change may not be needed. As you deliberate on trying to make improvements for how the Wasatch Mountains, the Salt Lake Valley and Park City Area interact, I hope you will not lose the most important concept. And that concept is to deal with growth while protecting our PRECIOUS WILDERNESS.</p>	Alta	3/8/2015	
<p>Is the tunnel necessary to fulfilling the goals of the Mountain Accord? Is it going to help people who reside year round in Utah or is it a push for an unneeded tourism "perk" that we will be paying for with our taxes? Do enough people really care that you may be able to go from Alta to Park City underground? It seems to me that the upside of a tunnel is minimal compared to the downsides, including that it will probably never pay for itself. The proposed station in Alta, along with the stores and hotel are an abomination to all that Alta stands for. The reason people enjoy Alta so much is for what it is not. Adding train stops, stores and hotels will turn a beautiful canyon into just another overcrowded tourist trap. Water is also, and always will be, an issue. The watershed in that area, along with all watersheds these days, should be protected. With water shortages all over the western part of the US, why would we even be thinking of adding more for an area that doesn't need or want it at this time. Also, has the disturbance from the making of the tunnel been studied enough to know for sure that it will not affect the flow of water in that area? I am definitely not in favor of the tunnel/train linking Park City, Brighton and Alta. I do, though, understand the need for better transportation up from the valley of Salt Lake. Too many cars crowded onto the treacherous road that winds up Little Cottonwood Canyon produce frustrating traffic jams and smog. The idea of an electric powered (or hybrid) bus with its own lane makes sense. Carving out another lane to an already used road seems to be the least detrimental prospect, both to the pocket book and the environment. The bus/train should be sheltered from avalanche where needed and could be made to be upgraded as rapid transit evolves. The extra lane could be used to bring transit up the mountain in the mornings and down in the afternoons. As the existing lane coming down in the morning is almost empty, the buses could use that lane to complete the round trip allowing more than one bus up and down the canyon at a time. Vice versa in the afternoons. With water becoming an ever more fought-for commodity, it would be a shame to give it as an incentive to expand tourism into a beautifully natural area. Once "the genie is out of the bottle" you can never put it back in. Please don't ruin a beautiful, environmentally sensitive area just for a resort!</p>	Alta	3/9/2015	
<p>I have lived and recreated in Alta for the last 49 years, having arrived from NYC after college. I fell in love with Alta, and chose to make it my home. My husband arrived in Alta over 60 years ago, and was Mayor of Alta for 34 years. To quote Bill, "It is no accident that when people refer to Alta as their 'spiritual home', it is Albion Basin that is foremost in their minds. Its pristine beauty, myriad of wildflowers, lush wetlands, crystal streams, variety of mountain wildlife, and awesome mountain peaks remain familiar to the thousands of people who have visited this uniquely beautiful place. Some of the reasons why I treasure Alta are these: Alta's unique 'top of the canyon' character; open spaces and beautiful views; our quiet and less developed charm is one of Alta's economic strengths; its rich history; wildlife habitat - I could go on and on. We PROTECT WHAT WE FALL IN LOVE WITH. I applaud Mountain Accord's stated purpose, as a planning effort to address issues of the future. However, with regard to Little Cottonwood Canyon, I disagree with the 'solution' of a train and a tunnel. In your "Proposed Blueprint Schedule Update" of 3/11/15, under "Why Mountain Accord" you say "Without coordinating actions for now and the future, the qualities valued most in the Central Wasatch - clean water, open space, and the beauty of nature - will slowly disappear. You will forever change the entrance to Albion Basin by constructing a rail line to go through a tunnel to Big Cottonwood Canyon and on to Park City. The destruction of 'clean water, open space and the beauty of nature' will NOT happen 'slowly' - it will happen VERY QUICKLY, AND WITHOUT REVERSAL. Under "Economy" you say; Compact development patterns centered around transit would limit sprawl in urban and mountain areas. It would also allow economic activity - such as workforce, tourist, and resident commerce - to reduce reliance on automobiles. These are key ways to protect the character of our places and the quality of life we enjoy, and to ensure a vibrant economy. In order to 'protect the character of our places (Alta) and the quality of life we enjoy' it is my opinion that a train and a tunnel would ruin Alta's unique 'vibrant economy'. People come to Alta to get away from those things, i.e. trains &amp; tunnels. The most attractive alternative, both financially and environmentally, is the Bus Rapid Transit/BRT. Let's be practical! You also say: • Focus most future development in urban areas, as identified in Wasatch Counties 2040. • Provide the option for a car-free experience for residents, workforce, and visitors. Future development in my opinion would be better done, as YOU say, in URBAN AREAS. Alta is NOT an "Urban area". I am most concerned about preserving our "community character and quality of life". The "transit solution" that I feel best suits our community is an enhanced Bus system, or Bus Rapid Transit/BRT.</p>	Alta	3/11/2015	

<p>Hi All: Sorry for the extremely impersonal e-mail. I just discovered you have a town council meeting in about an hour and a half and wanted to get my thoughts to you - John Bird The Mountain Accord – a planning process to envision the fate of the Cottonwood Canyons and Park City is well underway. The process began over a year ago with the idea of bringing all the constituencies together to formulate a mutually acceptable blueprint for the future of the core Wasatch. Unfortunately rather than an open public process with appropriate deliberation it disappeared out of site and was presented to the public several weeks ago as completed document. My comments below pertain primarily to the proposed land swap in Little Cottonwood Canyon. The influence of lobbyists interested in development is obvious and ignores the reality of how most users interact with Little Cottonwood Canyon. I will attempt to provide bullet points of specific concerns. My understanding is that the specifics of the plan are changing almost hourly at this point but the land swap appears to be one portion of the plan that as of yet has not been changed. Unless we all speak out Alta as we have come to know and love it will likely disappear. The Mountain Accord as written includes a land swap where mountainside lands owned by the Alta Ski Lift Company, mostly in the Emma area, will be exchanged for Forest Service lands in the Alta base area. There are several significant problems with this. The swap may include all the public parking in Alta. If the deal goes through all users of the surrounding National Forest Land would be required to park on land and in lots owned by a private owner. It is not a stretch to imagine that before long this parking could either be restricted (in winter to those purchasing Alta lift tickets for example) and/or require a parking payment, summer and winter, to park and access the surrounding public lands. It is a really bad idea to limit public access to public lands which could be a consequence of the land swap as currently drafted. The swap sets the stage for the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb. For that matter the private owner would be in a position to charge a "viewing fee" for those who just want to be up in Alta or soak up the scenery. The exchange would open up significant parts of the Alta base for further development. The various consultants involved in the project believe that land is not useful unless it holds a town square, retail areas, food and other concessions, and even office space. They do not understand that visitors to Alta are not there to shop or for robust night life. They are there specifically because Alta is not cluttered with those things. This is evident most every weekend in the summer. The parking lots are full but the one restaurant that is open in the summers almost always has seats available. But the trails are busy. In the summer visitors to Alta are there to enjoy the wonderful outdoor environment with their friends and family. They are not there to shop and eat. The consultants and the moneyed interests pushing the vision of expanded development in the Alta base area have no idea what we value in Alta. They presume that we as users with there were more shopping, dining and man-made recreation opportunities (one design envisioned by the consultants includes an indoor ice rink). We need to speak out loudly and often to ensure that the committees drafting this plan, and our local, state and national legislators, know that we actually like Alta the way it is: relatively undeveloped with public lands and public access for all. It is that relative wildness that makes Alta special. The Alta Lift Company, at public hearings, has insisted that they have no intention of limiting user access – that the land and access is open to all. Yet this has not been their record – ask the homeowners in Albion Basin who used to be able to access their cabins via a dedicated snow cat road at any time of day or night and now have had that access limited by the lift company to early morning and evening hours. Or ask those who enjoy snowboarding about limited access (for the record I don't snowboard). The land swap would make Alta a company town. Owned by a private owner. With orphan businesses stuck within and dependent on the private owner for access and survival. Do we really want to take a functioning municipality that has protected, preserved and enhanced this treasure for several decades and turn it into a single corporation? The Grizzly area (Twin Lakes Pass around to Emma) where the Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to eventually develop lifts in the area. While this would be a loss to the thousands of hikers, runners and backcountry ski and snowshoers who use the area it would also have the effect of turning Silver Fork into difficult to access backcountry at best and Alta Ski Lift sidecountry at worst. The plan does not address this issue; it says the Grizzly area is still under negotiation.</p>	Alta	3/12/2015
<p>I live and work in Alta. Transportation is the biggest change we need to see. A gondola or train would be ideal, only if we can fund it. In the mean time, there are quite a few things we can do. First, we can improve the bus service in Little Cottonwood. The bus service has limited times, so a larger variety of times would help ridership. We can also have a fee for driving LCC. A reasonable solution would be a base fee, with discounts for carpools, and people working and living in the canyon. In order to make non-automobile transportation solutions viable, we need a culture shift as well. People are obsessed with their cars. If a gondola, train, or bus can offer wi-fi and comfort, I believe the longer ride times could be cancelled out. If you could get work done on your commute, that would be preferable to waiting in traffic. I would like more of a look into a gondola up LCC versus a train, bringing in the aspects of cost of construction, actual ride times, and environmental impact. As far as the gondola or train goes, terminating in Alta would be best. If there is a train (or other transportation solution) between Park City and Salt Lake City, I see no reason why Alta should have to connect to Park City. How do you put a price on the uniqueness and community of Alta, Brighton, and Park City as separate locations? Making it easier for people from the Wasatch Back to access LCC may be easier from a transportation perspective. However, it will put stress on water, recreation, and other resources. I believe the experience, qualitatively, would be diminished by making easier access to LCC. If the Wasatch Back is looking for mountain recreation opportunities, non-motorized access to the canyons should be developed, as well as less crowded destinations in the Uintas. Pertaining to water supplies, I understand the need to keep our drinking water clean. I think this is an issue that the Salt Lake Valley, Provo, and Park City needs to get involved on. The water should be used for drinking, and water waste such as watering lawns should not be allowed, especially as these past four winters have been pretty slim. It would be great to see education on water supplies in Utah and the West, and the fact that the water is not endless.</p>	Alta	3/12/2015
<p>All, Over the past fifteen years my wife and I have enjoyed Alta, so much so we now spend five month here each year. Over that period of time many chances have occurred to Alta. The increased traffic and utilization of the natural resources Alta offers has been degrading the "Alta experience" for some time. We believe the current recommendations in the Mountain Accord proposals offer the best opportunity to stem the tide of uncontrolled change (degradation) of the natural resources which occur daily. We understand your reticence to embrace the "light rail" (train) recommendations contained in the current Mountain Accord proposals. However, we believe the "light rail" transportation option is the best long term environmental solution to the continual degradation of the canyon, Salt Lake City and Utah. In addition, we do not believe a connection between Alta and Park City, in any form, makes sense. We think you should keep an open mind with respect to the Mountain Accord transportation and other recommendations until an EIS is completed. As an old Greek philosopher said, "the only thing that is permanent in life is change". How manage that change is our future and our legacy. Alta is a very special place we all love and enjoy. We should not be afraid of either change or the future! As the population of Utah grows, the desires of current and new residents to enjoy all that Alta and the Wasatch range offers will inevitably increase. The Mountain Accord proposals make tremendous sense to protect and preserve what we all care about for the long term. Please keep an open mind and don't be "NIMBYS" during your deliberations. Thank you for the time and commitment you have all made to this process.</p>	Alta	3/13/2015
<p>I do not favor the connection of the seven resorts over the mountain ridges via chairlifts or trams. In fact, I do not favor connecting either Little Cottonwood Canyon or Big Cottonwood Canyon to Park City in any way.</p>	Alta	3/14/2015
<p>Dear Mountain Accord Comment Gatherers, I have been an employee of Alta for the past decade. Recently, I went on a 2 week ski vacation to Chamonix, France. My experience there gave me greater insight into the possibilities that exist for changing how we live in our mountain setting here in the Wasatch. Chamonix has a few things figured out that we could adopt here. Firstly, bus service: there are 17 different ski bus routes that each go to different areas along the Chamonix valley, servicing 6 separate ski resorts and several other attractions. During the morning and again around the time the lifts close, the buses visit each stop every 15 minutes. During mid-day and after the lifts have closed, they come every half-hour. They don't stop for long, with each stop lasting perhaps 30 seconds, or less. These bus lines are not to be confused with the city buses, which have even more stops and can take you anywhere you need to go in town. It was very easy to move around, and I never once wished we had a car. Because the buses ran late into the day, it was possible to enjoy yourself apres skiing without worrying over missing the last bus. Here in LCC, I have to drive if I want to do anything after work. The bus stops running so early. The frequency of bus service is too low. And there are too many stops. With several lines established, one could select a bus that, for instance, bypassed Snowbird entirely if one didn't need to stop there. And, they need to go to more park and ride locations in the valley, which would then intersect with better routes within the city. Secondly, like here in the Wasatch, the ski resorts in Chamonix are at elevations high above the valley floor. Rather than blazing roads up the mountainsides to each and every resort, instead each area is serviced by a base lift of one kind or another, either gondola or tram. The bus stops at the very base of the mountain, the people get out and buy a lift ticket, then load the lower lift to be brought up to the base facility of the resort. No roads to plow and maintain for avalanche safety up to each resort. At the end of the day you have two choices for getting back to the bus. One is to take the tram or gondola that you rode in the morning back down. The other is to ski down via a long single groomed run. I have heard that one proposal for the Wasatch involved a tram from the 94th park and ride up to White Pine. As a stand-alone idea, that sounds quite foolhardy. However, if instead the base of the tram was closer to the mouth of the canyon (like inside the "Golden Triangle") and then went all the way up to Snowbird, that would make a lot of sense. I have heard that the stop was proposed for White Pine because of the curve in the canyon. I would suggest that just like when going up to the Aguilu de Mi Mili, you could take two trams to get there, one tram to White Pine, land on a small plaza, then take another tram up to the top. This would allow people to go all the way up, or to stop at White Pine which is such a popular spot for recreation outside the resorts. I would see this system running year-round. From Snowbird, you could board a bus or cog train that would leave directly to Alta. The road would be reserved for emergency vehicles and deliveries. And, like in Chamonix, there could be a single groomed run that went at least back to the base of Snowbird to re-load the upper tram. A third mode of transportation in the Chamonix valley is the Montevignes cog train, which winds its way up to the Mer de Glace glacier. It could work as well as a tram system here in the Wasatch to convey people up to the resorts. Ironically, it would be a return to the first route of mechanized transportation in LCC. Just as the miners utilized cog train technology to their benefit, we could have a nice train route up the canyon that made stops at sidings, to allow other trains to pass. Just as you could have a variety of bus lines, you could also have a variety of train lines, some bypassing Snowbird, others stopping everywhere. The train lines in France do cross avalanche paths. They have concrete snow-sheds that are open on the leeward side that seem to do the trick just fine. In sum, the main lesson I learned from visiting Chamonix is that using cars to get around as we do here in the Wasatch is a really dumb thing to do. It's polluting, it's more dangerous, it's inconvenient to park, it's expensive to maintain, and with all the avalanches and restricted driving days we have in LCC, it's just so ineffective all around. Looking at a place like Chamonix could provide a baseline for what is possible. It's a system that works. It's also a system that works in one of the world's premier ski destinations. And, last I checked Salt Lake City and the surrounding area is trying to be just that. Besides, just imagine what we could do with all the parking lot space up at Alta if we didn't need it for cars! The town could build it's town center in the Albion lot instead of the proposed location that happens to be in a wetland. We could have a picnic plaza that is below the summer road and just restore the land back to viable habitat. ☺</p>	Alta	3/15/2015
<p>After reading the Wasatch Mountain Accord, we agree that action must be taken to reduce traffic in Little Cottonwood Canyon, improve our guest experiences when they visit, take care of our natural resources and support land use goals to reduce concentrated development.  We've heard that LCC averages 5,000 cars daily in the winter, that congestion coupled with heavy snow makes for very dangerous road conditions for the people that visit.  We think either the Bus Rapid Transit or the Light Rail Transit is viable in their conception. We do need to make visiting LCC a more enjoyable experience to all our guests and we believe that the Light Rail Transit would provide a more unique experience for the winter or summer traveler to LCC. We think this would, with proper snow shedding or constructing on a less dangerous route, be the best alternative for LCC.  Tunneling between canyons would also improve on traffic egress during storms and improve public safety during natural disasters. If we had egress through both top and bottom of our canyon, the infamous 'Red Snake' would be a thing of the past.  The forest service could also think of implementing a small 'token' charge that would go towards road maintenance. Something on the order that Millcreek Canyon does.  One thing that some guests to LCC mention is that we have no shopping or nightlife. If we had a LRT system in place they would be able to stay in Alta and do their shopping or dine out for the evening in Park City or Salt Lake Valley. We would also enjoy having more people having easier access to Alta to experience the mountain. This would allow the town of Alta to increase it's revenue.  The 'frenzy' of either 'skiing Alta' in the winter or 'hiking Alta' in the summer will not go away! We definitely need to improve our transit system in the Cottonwood Canyons and through to Park City.  We am very much in favor of the Light Rail Transit option that the Mountain Accord has in its visions and goals.</p>	Alta	3/15/2015
<p>Hello, I have lived in Alta full time since 1998. I am generally in favor of the proposed blueprint. It is essential that the ski areas be allowed to grow, within reasonable parameters. In the face not only of rising operating costs, but dramatically rising lift prices their continued economic sustainability depends on more skier visits. The impact of this growth on canyon residents, the people of Salt Lake, as well as the visitor experience needs to be carefully weighed as we all clearly do. For me the transportation plan is paramount. I am in favor of the train and think several of the alignments through Alta make good sense. I think it should be electric, and if we really had it together it would be "charged" by hydro power or any other commercially viable renewable source. In Zermatt they have a large hydro project which powers everything from the trains to the hotels, and all of the other business within the valley. I doubt Hydro on Little Cottonwood Creek has quite that much potential, but it certainly has enough potential to power a canyon train. To me bifurcating the issue of mode of transportation system and the tunnel to Park City makes sense. They are really two different things. I would rank the tunnel as a low priority. I don't see very much about the ski areas or the public committing to more parking? This should be a very high priority regardless of weather or not a bigger mass transportation system is built. We are way behind the curve now with respect to parking. There are some in the community that would prefer not to see this plan adopted. I disagree. Now is the time to address the future of the canyons. The people will continue to come in ever increasing numbers regardless of what we do. By planning now for the future we can make a huge difference in the quality of experience for residents and visitors alike, for generations to come. Best of luck to you all</p>	Alta	3/16/2015
<p>I agree "if we do not take action today, one of Utah's most important resources could be lost." (Mtn Accord, Blueprint, page 4, response to Why question.) In addition, "[g]rowing population[s] and visitation[s]... development[s] and congestion as well as [ climate change] are [adding] increase[d] pressure on sensitive mountain environments and our quality of life." (Id.) These concerns are not mitigated by MORE visitors, ensuring greater access, nor a "world-class transit system to connect the Wasatch Front's ... economy to the specialized economies of Park City, Summit, and Wasatch Counties..." through Little Cottonwood Canyon. Protecting watershed and water resources is critical for the natural environment and the people, plants and animals that depend on water. The US Forest Service has been a steward of the "forests," Wasatch-Cache-Uinta National Forest. Already in place are restrictions on uses and users: travel for summer area is restricted. Fees are charged for campsites and reservations are required as the resource is limited. Recreational snowmobiling is not allowed, but mechanized and non-mechanized skiing opportunities are monitored and controlled in both area and numbers. Parking restrictions have limited the users and result in a quality experience for those users. Water and sewage have been allocated for those uses and numbers. Allowing ever increasing access and more visitations, with the goal of limiting congestion in transit, does not ensure quality of life, environmental protection, clean water, and the beauty of nature. "Open space" becomes quickly engulfed and overwhelmed when access is open to all. While limited or no development may be present in the "open space," no "backcountry" experience will be experienced when trails are inundated by an un-restricted number of people. Congestion is moved into the canyons and the "transit-oriented development/recreation hubs." From those points, people will move outward. Disneyland changes into Nightmare on 13th. Transporting people from the Valley into the canyons and the Wasatch Back, simply moves the congestion. Will personnel need to be present at the transportation hubs to direct those unfamiliar; will travel usage still cluster around the peak times creating rush hours, requiring people to leave their beds earlier and earlier to secure a seat, or stay late for the same reason; will there be adequate water for all the visitors to drink and sanitation to remove the increased sewage; will there be sufficient municipal services to haul the additional trash out of the canyons,</p>	Alta	3/7/2015

<p>To whom it may concern,</p> <p>Here are some of my thoughts about the train and rail-line proposal from the Blueprint and the "Proposed Cottonwood Canyons Land Package."</p> <p>An oral tale describes an intruder taking advantage of "natural" offerings when happening to come across a cabin in the woods. "Goldilocks and the Three Bears," as it was later called, first published in 1837 by Robert Southey, shows the trespasser finding matters just to her liking, going inside the cabin, eating the porridge, sitting in the chair, and finally, falling asleep in a bed; all because they were "just right." The story evolved from the intruder being an old, ugly woman into a pretty, but thoughtless child, the three bachelor bears into an anthropomorphic family of father, mother and baby bear, while the ending, changing from the intruder running away into the woods, being nearly eaten by the bears, to being impaled on St. Paul's Cathedral steeple.</p> <p>The nursery rhyme teaches young children to go wandering in the woods, and to respect the property of others. Are these lessons for us as we consider the Central Wasatch and how to plan for the future? Are these mountains ours to use and consume, or do they belong to us in trust for future generations? The future forecast in the Mountain Accord, and elsewhere assumes ever increasing local population growth, increased needs and demands for outdoor recreation, increased demands for culinary water, increases in tourist visits for the "Greatest Snow on Earth," winter inversions and the resulting poor air quality in the Salt Lake Valley along the Wasatch Front. Either obliquely or "covered elsewhere," is the inexorable decline in the snowpack in the Western Region due to global climate warming trends. All 17 state-of-the-art climate models used by Columbia University's Lamont-Doherty Earth Observatory forecast deeper and longer U.S. droughts. Comparing these models with tree ring data from a 1000-year drought history record, suggests with an 80% likelihood, that "at least one decade-long megadrought will hit the region between 2050 and 2100." (Emily Underwood, "Models predict longer, deeper U.S. droughts," Science, 13 February 2015, vol. 347, issue 6223, page 707.)</p> <p>Mountain Accord's stated planning time frame is to 2040. Assumptions include ever increasing influx of both Salt Lake City residents and tourists, prevalent snow, abundant recreational opportunities for all comers, as well as adequate water for all users and uses.</p> <p>Mountain Accord purports to address problems identified as the lack of the ability to quickly access the Wasatch, inadequate parking, the economic need for expansion of ski resorts, the need for more beds for guests in Little Cottonwood Canyon, the need to transport people from Park City to and from the Cottonwood Canyons to ski during the day and sleep where they started at night.</p> <p>First, the Blueprint horizon is "near-term," and consequently foreshortens. Land acquisition, even when the parties are willing, takes years. (E.g., Alta is being deeded acreage from the U.S. Forest Service on which its Town buildings sit. All parties are willing, yet that process from negotiation onward, is taking years.) After, or even simultaneously with that process, studies and even NEPA impacts would need to be studied of potential alternatives to the proposed rail line, tunneling, etc. That process, and any follow-up legal actions would likely further delay implementation of the plan. Once a plan were approved, request for proposals for the construction would likely take many months if not a year or more. Once the contract is let, the construction timeframe for a rail line and tunneling is certainly unknown, but likely lengthy. Even Seattle's "Big Bertha" tunneled itself into a position that was not anticipated. After only 4 months drilling, it got stuck and has remained stuck for 14 months at only 1000 feet into her 1.7 mile tunnel. Story from December 2014: <a href="http://www.popularmechanics.com/technology/infrastructure/a11678/bertha-seattle-tunnel-boring-machine-still-stuck-17517311/">http://www.popularmechanics.com/technology/infrastructure/a11678/bertha-seattle-tunnel-boring-machine-still-stuck-17517311/</a>; story updated February 2015: <a href="http://dailywu.com/archive/2015/02/01/opinion/big-bertha-testing-seattles-limits.VOpsEMQ78o">http://dailywu.com/archive/2015/02/01/opinion/big-bertha-testing-seattles-limits.VOpsEMQ78o</a>. And the State of Washington has already spent \$1 billion of the \$1.4 billion budgeted for the entire contract. (Id.)</p> <p>Second, the Blueprint is touted as focusing on and "addressing" projected increases in population. This may well be the forecast for the stated timeframe.</p>	Alta	2/25/2015
<p>References are to Proposed Cottonwood Canyons Land Package—For Public Consideration The Cottonwood Canyon Task Force has proposed a very significant land swap in Little Cottonwood Canyon that cedes to Alta Ski Lifts currently public land that could then be used for development. I have termed this "the plan to end Alta as we know it," I strenuously object to this plan. Purported advantages of this plan are [page 2]:</p> <ol style="list-style-type: none"> <li>1. Station stops on a mountain-rail system which would provide reliable, fast, unique, and marketable transit to the resorts and to major dispersed recreation access points. The canyon road would still be open to vehicular traffic. 2. Approximately 288 acres for base-area management and future development (with new culinary water for up to 108 units at Alta) to support activity at transit stops. 3. Additional water for snowmaking. I reject advantage #1 because I feel a mountain-rail system is a poor idea: it is unnecessary, under-utilized, very intrusive, far more expensive than other alternatives, and disruptive to the region. My detailed argument will be contained in a separate comment. With regard to professed advantages #2 and #3, Alta has traditionally been characterized by low density construction with commercial development limited to a few lodges, necessary ski area facilities, and the rest of the area around the lift bases open. That is a quality that very few recreation areas enjoy and is one of Alta's most attractive features, to both residents and visitors. Moving a significant amount of land, on relatively flat terrain, from public to private hands, opens the door to build-up and threatens the character of the Town. This is made worse by allocation of additional culinary water to facilitate development, which in turn opens the door to water allocation to private lands elsewhere in Alta, particularly the Albion Basin further degrading the pastoral nature of Alta. Changing the water allocation in Alta from that which has been in place since 1976 will lead to destruction of much of the quality that makes this place unique. Further, moving currently private land on the north side of the canyon (Superior through Grizzly Gulch) into Forest Service ownership opens the door to ski area expansion because the Forest Service could then expand Alta Ski Lifts' special use permit to include those lands. Currently that area is protected by Town of Alta zoning, namely FR40. Should these parcels move to public ownership, they would be no longer be subject to Town zoning hence exempt from local control. particularly additional lift served skiing, in reality it does just the opposite. While the current federal administration may not be in favor of such expansion, a future administration might. An example is the BLM opening land tracts for oil and gas development under the Bush administration, lands that were reserved under previous administrations. Once the land has been converted from open to developed, there is no turning back. I fear that that the forces of business, briefly stated "more is better" will overcome the common good and create something whose public value is far less than it is today. Alta is a treasure that is increasingly rare in this country. Let's not destroy it. My fervent hope is that the Mountain Accord exercise will serve as a wake up call for this region.</li> </ol> <p>Shall we take the path toward more crowding, more pollution, more environmental damage, more degradation of the Central Wasatch with marginal stops to lessen the damage, or shall we</p> <p>All page references are to Existing Conditions &amp; Future Trendlines of the Economy System. The most distressing element of the Mountain Accord undertaking starts right in the beginning:</p> <p>Current conditions and future trends, namely the huge increase in population. Population in the project area counties has doubled in the 30 years between 1970 and 2000. [Fig. 2, p. 6] And this trend continues: "Utah's population has experienced consistently high growth, which has outpaced national growth rates continuously for several decades. According to the U.S. Census and Utah Governor's Office of Management and Budget, between now and 2040, population is anticipated to grow about 58 percent statewide, from approximately 2.90 million to 4.57 million. In Salt Lake County, the anticipated growth will be slightly slower because developable land is scarcer. Summit and Wasatch counties, on the other hand, are anticipated to have steeper population growth rates than Utah as a whole:</p> <ul style="list-style-type: none"> <li>• Salt Lake County: 3.08 million to 3.51 million (an increase of 42 percent)</li> <li>• Summit County: 38,000 to 71,000 (an increase of 86 percent)</li> <li>• Wasatch County: 26,000 to 59,000 (an increase of 123 percent)" [p. 26] The Utah legislature's projection is even more dramatic. Starting from just over 1 million people in 1970, their estimate is that the state will reach 3 million people this year and 7 million by 2060, a seven-fold increase in 90 years. [OFFICE OF LEGISLATIVE RESEARCH AND GENERAL COUNSEL, Utah's Population, February 2014, <a href="http://le.utah.gov/lrgc/briefings/PopulationBriefing2014.pdf">http://le.utah.gov/lrgc/briefings/PopulationBriefing2014.pdf</a>]</li> </ul> <p>The impact of this staggering population growth is acknowledged, for example, "Even so, it is considered possible that crowding, user conflicts, traffic and parking congestion, or degraded recreation infrastructure conditions are piling some resources near capacity, and perhaps causing lower-quality experiences. This may be supported by the 2010 Wasatch Canyons Tomorrow survey, which found that 62.5% of respondents believe the Wasatch Canyons are already overused (Evison Utah 2010)." [p. 31]</p> <p>At the same time, it appears that the authors embrace this growth as in, "Long-term, steady growth of a population, total employment, and real personal income usually indicate a prosperous economy." [p.6] Somehow the enormity of the problem seems to be lost. Indeed the whole rest of the report</p>	Alta	2/13/2015
<p>Very disappointing that the Alta Community was not treated to a question &amp; answer session. I also feel that specifics of the proposals are not well-spelled out enough for the public to make an informed decision about each aspect of the Blueprint. I'd like to thank everyone involved in their efforts so far but would appreciate specifics, especially with alignments and methods of connecting the</p>	Alta	2/23/2015
<p>References are to Transportation Corridor Purposes and Alternatives. Mountain Accord's preferred transportation alternative is a rail line up Little Cottonwood Canyon then tunneling to Brighton and Park City. It is purportedly responsive to a set of purposes repeated below. Unfortunately there is not a side-by-side comparison of another alternative. For purposes of discussion, let us term the rail alternative Plan T. And let us consider another alternative, Plan B, that widens some of the road up LCC to the tree lanes, with the third lane dedicated to bus service during periods of high traffic. From an Alta perspective, presented here are the ability of Plans T and B to meet each of the objectives identified by Mountain Accord: Objective 1. Protect watershed health, water supply, and water quality. Plan T: Does far more damage to the watershed because it builds a new, separate right of way that scars the land, potentially unearths toxic minerals and disrupts the current hydrological system. Plan B: Much less disruptive to the watershed. Approximately 25% of the LCC road is currently 3 lanes so the additional construction is far less than a new rail line. Objective 2. Provide competitive transit service in the corridor. Plan T: Presumably in this context, "competitive" means cost competitive. Plan T cannot possibly meet this goal. It is by far the most expensive alternative. Fares could never cover the operating cost, let alone recover the capital. Plan B is surely much less expensive. Objective 3. Reduce avalanche-related risks and delay in Little Cottonwood Canyon. Plan T: This presumes that a rail line can be better protected from avalanche risks than a road, presumably by snowsheds. Plan B: Similar protection could be applied to the road instead for similar investment. Objective 4. Provide new evacuation options from both Cottonwood Canyons Plan T: A tunnel does this. But what is the magnitude of the problem that one is protecting against? In the last 20 years, there has been one night in which all who wanted to were not able to exit LCC and were forced to overnight there. That is 1 day out of the last 7000+ days. All the rest of the time, the system in place was able to handle the situation, admittedly with considerable delay on about a dozen days each year. It is impossible to justify a tunnel to the east on the grounds that it provides and evacuation route. In this regard, Plan T is a solution looking for a problem. Plan B: Plan B does not meet this unnecessary objective. Objective 5. Reduce auto use and congestion in Little Cottonwood Canyon. Plan T: might do that if people will move out of their cars and on to a train. Plan T assumes that will happen without evidence that it will. Plan B: Under the same assumptions so would Plan B for far less money. Objective 6. Reduce vehicle emissions in the Cottonwood Canyons to improve air quality. Plan T: Given the assumption above, Plan T would indeed reduce vehicle emissions in LCC, but presumably a train is electric which means there is a generator somewhere and that generator is generally fossil fueled which produces emissions at the generation site. So the effect is to move the emissions out of LCC and put them elsewhere—locally good but globally no gain. Plan B would also reduce vehicle emissions since buses are cleaner per passenger mile. Plan B would do this. Objective 9. Create unique, attractive "traveler experience" to increase tourist and resident visitation. It is true the riding a train would probably be more attractive to tourists than riding a bus, but is it worth the cost? But "increasing visitation" is counter to objectives 1, 13 and 14. Objective 10. Improve access and connections for pedestrians and bicyclists. Plan T: A rail line, once built is an immovable object. Pedestrians who are not near it are unlikely to use it. Plan B: Buses are more flexible than trains as routes can be easily changed to meet demand. Bikes can be carried on buses as well as trains. Objective 11. Improve travel reliability in inclement weather. Plan T: This presumes a more robust avalanche protection and snow clearing program for a train than for a road. If tracks are covered with snow, a train can't go around the blockage, whereas a road, with even one lane open, provides some flow. There is no evidence that a train up LCC is more reliable than a road given comparable snow protection measures. Objective 12. Provide competitive transit service to a range of recreation destinations and economic nodes. Again "competitive" implies cost competitive. This can't be true for Plan T. Plan B can provide cost competitive transit service. Objective 13. Protect or enhance the natural and scenic resources of the Cottonwood Canyons. Plan T: It will do nothing of the sort. Adding a rail line with concomitant infrastructure such as snowsheds is the antithesis of "protecting and enhancing the natural and scenic resources." Plan B does less damage than Plan T. Objective 14. Protect and enhance community character.</p>		

<p>Plan T: As to community character, turning Alta into a rail stop is just the opposite of "protecting and enhancing community character." One of the most attractive feature of Alta is that it has little development, with large natural open spaces—that is its unique and irreplaceable character. Plan B: Plan B meets this objective better than Plan T. And who benefits from this rail system? Day skiers coming to LCC from the Wasatch Front might use it, but because of their inflexibility rail transit systems built in urban environments have been notoriously unsuccessful in attracting ridership, even when used every day. Imagine a day skier that starts his journey from the valley to LCC from more than an easy walk to a rail stop, say more than one block. Is this person going to load his equipment in the car, drive to a train station parking lot, unload, wait for a train, get on board with his equipment, then unload at the top end, only to go through this inconvenience in reverse on the return? Of course not. That person will load up his car and drive to as close to his destination as he can. The proportion of skiers using the current buses vs private cars today illustrates that reality. Would this rail system bring more customers to the LCC ski areas? Perhaps, but at great expense. Although not explicitly stated, this rail system will be built with taxpayer funds primarily to enhance the economic welfare of the businesses in the canyon. Do the taxpayers of Utah really gain? Only a small fraction of the Utah populace as noted by Carl Fisher in City Weekly, February 11, 2015. "Concealed beneath all of the lofty plans is a truth that Fisher has a hard time ignoring: Only 7 percent of Utahns ski, and Fisher says if this number is headed in any direction, it is going down. Ski resorts, with daily lift ticket prices at some places cresting the \$100 mark, long ago priced out middle-class Utahns, he says, leaving the primary areas of growth for that market in the backcountry, a trend that can be witnessed on almost any winter day in Grizzly Gulch.</p> <p>And so schemes to connect the resorts, expand terrain and perhaps even build a train, Fisher says, are more about marketing Utah's snow to tourists than they are about doing what's right for the Wasatch and those who call Utah home." In short, this is a plan to transfer the wealth from many (i.e., Utah taxpayers) to few (i.e., businesses in the Canyons).</p> <p>Must we always despoil the precious things we have, namely the beauty of our natural surroundings, simply to raise the income of a few? Or might we recognize that what we have does not result in making the situation better than today, rather it is an attempt to make things less bad than they would be if nothing were done. So what is the alternative? The first is to recognize that notwithstanding the economic advantages of population growth as cited above, the overall result is diminished quality of life for all in the region. This stems from more crowding, worse air quality, more noise, more demands on diminishing water, less open space, more congestion, more strip malls—all the conditions that Utahans have spoken so disparagingly about when referring to other regions. By default, it seems like our State's unspoken policy is to promote, or at least accept, population growth until the environment is just as bad as it is elsewhere, as long as there is concomitant economic growth. I think that is a bad plan. Could we do anything different? Clearly, exponential growth can not go on forever, no matter the organism; eventually it must come to a stop, either by strangling itself, or by externally imposed We could shift the emphasis from growing population to stabilizing population. Is this even feasible? It can be if we recognize that the real limit on human occupancy in this part of the world is not open land—we have plenty of that—but water. Remarkably, the in the last 25 years, the tiny town of Alta has had a nearly constant population, despite it's very attractive surroundings. This was achieved by limiting new water hook ups. Elsewhere, for example Deer Valley where similar water limits have not been imposed, suburban sprawl has devastated the land. My fervent hope is that the Mountain Accord exercise will serve as a wake up call for this region. Shall we take the path toward more crowding, more pollution, more environmental damage, more degradation of the Central Wasatch with marginal stops to lessen the damage, or shall we recognize the underlying cause and attack the problem at its source?</p>		
<p>My comments on Transportation Alternatives Proposed by Mountain Accord: I am a registered voter in the Town of Alta. I live in the Town of Alta full time year round. I am a homeowner. My home is my only residence built in 1998; before that, I owned in the Village of Sugar Plum. I am a long time resident of the Canyon. I have no financial interests - I own no commercial properties or enterprises or businesses. I have firsthand experience with the transportation nightmare in the Canyon be it in the winter with 2 - 4 hour backups in the Canyon, the summer Wild Flower Festival traffic or mudslide closures. I believe these qualifications should be considered as a very weighted opinion in making a decision about the alternative selected. The following are some specific comments supporting my overall view that a Mountain Light Rail transportation alternative is the best alternative: 1. As demonstrated in Salt Lake City, people will use Light Rail. Currently, visitors to the Canyon do not abandon their cars and use buses now. What makes us think they will abandon cars for buses in the future? 2. Light Rail would move more people up the canyon efficiently and eliminate cars and backups. Additionally, Light Rail would provide a way to quickly evacuate the canyon when necessary. 3. Buses just add pollution to the canyon. As demonstrated earlier this year, they also have rollover accidents in the canyon due to weather or driver error. Light rail would move visitors up and down the canyon regardless of weather and it would move them safely. 4. A rail interconnect can only help both Park City and Alta. Both of which offer different types of experiences for skiers and summer hikers. 5. Will it change the population density of Alta? Probably not much since there is so little private land available for development. A full interconnect just improves access to Alta and Park City for everyone. 6. Alta fear of development and non-resident self-interests are difficult to overcome, but not all who want the best for Alta and Utah subscribe to these fears and self-interests. I am one of those. 7. The economic benefits for both communities and Utah in the long term are considerable. The marketing benefit of attracting and keeping market share of skiers in the future will keep the canyon economically viable. The potential opportunity to utilize hotels and restaurants in the off season helps Alta stay economically viable as well. 8. Is it costly? Yes, I am one of those who see the cost as something that is necessary in order to reap the benefits that will be realized. I cannot measure the hidden additional revenue to both areas and the State that will inevitably happen but I am confident that it will be considerable. 9. I look to the future. I also support the ski lift interconnect in conjunction with Light Rail to make this the premier recreational area in and outside the country. I go on record as supporting Light Rail and the ski lift interconnect, and sincerely hope this is the path taken.</p>	Alta	
<p>To Mountain Accord: My husband and I have lived in Alta full time from 1996 until 2007 and then 6 months a year from 2007 thru today. There are very few people who live in Alta full time and I wanted to comment on what it is like to live here when the ski season is over. During the ski season the area and the roads are always busy on powder days and usually on the weekends. Mondays thru Thursdays if there is no new snow the traffic volume is low. BUT when Alta closes the last week in April, Alta is deserted. The day after closing there is not even a can of soda left in the Albion Grill. The Lodges close. All the workers head to the desert or their next season jobs. A few patrollers are left to help close down the Ski Area. If there is a snow storm between the close and the first part of July, no one rushes to plow the roads. Adventurous skiers may drive up to hike u the trails before all the snow is gone. Then finally the Summer Road is clear of snow and is opened historically for the Fourth of July. and at this time people from the valley return to Alta to begin the hiking season and to see the flowers in The Basin. My point is that for two months in the spring and again for six weeks from October until mid November very few people come to Alta. It is usually cold and gray during this period. Bus transportation could be provided, but if a train system was built as you have proposed it would not be utilized for some long periods of the year. A train seemm to be overkill for the transportation problems of the canyon. Avalanches in both Big and Little Cottonwood Canyons is a problem. Snowsheds might be built to protect the roads. A designated lane for buses could be added to help ease the amount of vehicles moving up the canyons and thru Parleys. Incentives to encourage people to use the buses should be implemented. Part of salaries paid by businesses in the Ski Areas should be bus passes. People should be encouraged to car pool. Charges for parking in the ski areas should be levied. Appropriate bus schedules should be created. There should be buses in the summer and early and late buses all year; buses for hikers that finish their hikes in the evening because there is so much sunlight in the winter evenings, buses in the winter for guests that might want to have an after ski beer at the Peruvian. Bus schedules must fit the needs of the riders. More buses should be added to move guests and workers between Salt Lake and Park City. It seems that we should try to solve the transportation problem with the use of buses before we go thru the great expense of a train system. I am enthusiastic about the bid and swap between the Forest Service and the Ski Areas. I feel it is so important to the wilderness of the Wasatch to keep Superior, Flagstaff, the Emmas and other proposed wild areas safe from commercial development. And it seems to make a great deal of sense to have the forest service land near the base areas of the Resorts given to the Resorts or commercial development. I hope to see as much backcountry kept wild as possible. ridgelines interrupted only by trees and rocks and not lift towers. Ski areas connected by ski runs and the desire of the skiers to make the treks themselves. Adventure comes from the excitement and the determination to make it happen. In the winter a beacon, snowshoes or skis is enough to explore the wilderness of the Wasatch. Visitors from all over the world come to ski and play in our mountains. And they have returned because of the unique style and character of our ski areas and our wonderful snow. Too much change may not be needed. As you deliberate on trying to make improvements for how the Wasatch Mountains, the Salt Lake Valley and Park City Area interact, I hope you will not lose the most important concept. And that concept is to deal with growth while protecting our PRECIOUS WILDERNESS.</p>	Alta	
<p>Thanks for asking our opinion regarding your proposed plans!</p> <p>We understand economically why you would want to attract global visitors to your area to have a European experience by being able to ski/ride between resorts. You certainly would attract "high end" customers.</p> <p>We are aware that with One Wasatch that you would no longer be able to pay to ski/ride at a particular resort – but would be required to pay a higher price to have the option to ski/ride at all resorts. My husband would tell you there are areas he never gets to eat year, so how could you ski several resorts in one day. We have enjoyed the availability of booking early with a participating hotel (before December 15th) to get the buy 3 get one free superpass discount. We like to visit both Alta and Brighton and have used the reloadable cards to save \$\$, coupon books, and ski free/\$10 after 3pm. All these mentioned have made skiing affordable for us.</p> <p>We are from North Carolina, and have spent our vacation dollars in Utah the last 5 years. We fear that the changes you propose will put you out of our vacation budget range. We anticipate that the 2015/2016 season may be our last to your area – unless the project should be completed by then. We have begun to look at options in other areas of Utah and other states that will remain affordable to us. Sad to us as we have truly enjoyed our visits to Utah – but we do not have an unlimited vacation budget.</p> <p>Again we appreciate that you have asked our opinion, no change would be our vote – but we don't live in Utah.</p>	Asheboro, NC	3/16/2015
<p>Thank you for attempting to address this issue.</p> <p>I just bought a house at the mouth of Little Cottonwood Canyon. Last week, I drove up Snowbird around 11 am. It was bumper to bumper going 20 miles an hour. When I arrive at Snowbird all parking was taken with more cars coming. That means some people drove the hour long route to turn around and go home.</p> <p>Free parking is the root of all transportation problems. In my current home of Austin, the city has implemented paid parking in more areas to reduce congestion. In the Canyons policing parking would be troublesome. I like the implementation in Mill Creek Canyon will a toll at the mouth.</p> <p>It is probably a little late to make suggestions, but here is mine: Toll the entrance to Big and Little Cottonwood Canyons. For Big and Little Cottonwood Canyons, there should be a bus pass lane for rapid bus movement. Use the toll funds to make bus commutes free up the Canyon. Many people that ride the bus have resort passes and get a free ride anyway. This would create a need for more buses trips with less time between buses. Some people do not ride the bus, because they do not want to wait for the next bus.</p> <p>For the city of Salt Lake City, I recommend a similar approach as Austin and add more paid parking or increase the parking fees where it is.</p> <p>What percentage of the transit system is funded through fares? Long ago, I thought that cities should make bus fares \$20 per month for unlimited use and sold as a passenger boards the bus for easy access. Many more people would use the bus system if they knew it was paid for already. People could get a discount to \$10 unlimited if they were on a monthly debit with a 3 month minimum. Or maybe, it is on the property tax bill, like add \$100 per year for unlimited bus access. These amounts could be moved higher or lower to boost volume. The main point is to remove psychological barriers of paying each use. If the monthly fee was low enough, advertising campaigns could communicate community support rather than riding. Many people would pay a small amount monthly just to have the use of buses for free occasionally, like to and from lunch everyday.</p>	Austin/LCC	3/12/2015
<p>Thank you for listening.</p> <p>I really enjoyed visits the last 2 winters to Utah for skiing. One thing I would like to see is expansion of UTA bus service to the resorts around Park City. I really liked the UTA bus and ski combination tickets to the Big and Little Cottonwood Canyon resorts. Making those services even more reliable would be great. I really wished there was comparable service to the Park City resorts. I see in your plan, it includes express service from the SLC airport to Park City. How about having a stop at a large park and ride station so SLC residents and guests can take advantage of the express transportation too? Alternatively, I would like UTA ski and ride routes to the Park City ski areas. Most of the resorts have plenty of trails to keep my interest. I don't think I would take advantage of interconnecting tunnels or chair lifts. They seem more of a marketing gimmick. One thing that I really missed at some resorts were safety bars on all the chairs. That is an upgrade that should be made at all resorts. I have no interest in returning to resorts with old chairs lacking safety bars.</p>	Ballston Spa, NY	2/4/2015
<p>What do you think about resort connectivity?</p> <p>I think most Utah resorts are big enough. There is plenty to do at each of the resorts. I personally wouldn't bother to ski multiple resorts in a day. I didn't bother to ski Alta and Snowbird on the same day. I skied each a day. Not worth paying extra.</p> <ul style="list-style-type: none"> <li>• Would you like to see improved, year-round public transportation?</li> </ul> <p>Improved public transportation is almost always a good thing. Last trip to Utah I used the UTA bus and ski discounted combination. It was great.</p> <ul style="list-style-type: none"> <li>• Improved bus services?</li> </ul> <p>I would like to see improved bus services. I wish there were comparable bus options to the Park City area resorts from Salt Lake like there are to the Big and Little Cottonwood Canyon resorts. Maybe the Ogden area resorts too?</p> <ul style="list-style-type: none"> <li>• Mountain rail?</li> </ul> <p>Rail service would be good. Not sure where it would run? I heard a proposal to run rail from the airport to Park City? I would suggest a stop with a park and ride parking lot so residents can ride but don't need to go all the way to the airport and won't have to pay airport parking.</p> <ul style="list-style-type: none"> <li>• No improvements at all?</li> </ul> <p>Improvements are appreciated as long as it does not run up customer costs. I just skied at a couple EPIC resorts. The ticket window prices were up to \$125 for a lift ticket! On top of that, I ended up paying \$8 for a locker (no brown bag lunch room with hooks and cubbies). I paid \$5 for a bottle of water. The total expense of a day of skiing is outrageous. Anything possible to lower costs would be the best improvement that can be done.</p>	Ballston Spa, NY	2/26/2015

<p>It appears much effort has gone into your proposed Blueprint, and presented mostly in broad general terms. I am wondering what the specific proposed route of the tunnel system from Alta through Brighton to Park City is. Where will it exit the mountain in Brighton and where will it re-enter the mountain to proceed to Park City and what is its route from those two points? I should think that after this much study a proposed specific route would be on the table as well as reasonable estimates of the cost to construct such a tunnel. As a secondary question...how are you proposing this endeavor be paid for?</p> <p>Thank you, Property Owner, Big Cottonwood Canyon</p>	BCC	3/14/2015
<p>Hi Laynee, Attached is the Big Cottonwood Scenic Bikeway Study. We hope the Mountain Accord Committee will include it as part of the public input for an EIS study. Would you be able to email a copy to your committee? We also hope to collaborate with Millcreek and Little Cottonwood in the public outreach effort to make cycling and running a little safer in the canyons. All the best...and Thanks!</p>	BCC	3/11/2015
<p>I am undecided on all of the above topics because it is very difficult to understand (from this web page) exactly what the proposed blueprint is! I see several options listed under "proposed blueprint" and it is not clear which is the most likely. It is obvious to me that the best option is the light rail train from SLC airport/downtown, south along the Wasatch Front, up LCC with stops in Alta and Snowbird, through a tunnel stopping in Brighton parking lot, and through another tunnel stopping in PC - and back again.</p> <p>I agree that the major concerns are environmental, economic and recreation. I believe the BCC's secluded reality, while part of its appeal, also make it difficult for homeowners to rent their properties in the winter.</p> <p>I have spent a lot of time skiing in France, Switzerland, Austria and Italy and it seems obvious to me that we need to follow their lead. While I lived in Zurich and Geneva I was able to take a train (with one or two easy changes) from both of these major city centers or the airports to the ski lift in Zermatt or Chamonix. No cars, no traffic and an incredible skiing experience. I would also say that with these train systems the European countries did a very good job preserving their environments in these mountains.</p> <p>In BCC or LCC, if you had a train system connecting to Park City residents and renters could take an evening ride over the mountain into Park City for dinner or after ski. This would be a huge boost for all three of these economies! It would discourage driving in the evening.</p> <p>Your proposal, while better than anything else I've seen, still excludes the possibility that BCC residents and renters will have evening access to the bars and restaurants in Park City. The very obvious option to me (and I believe one of your blueprints) would be to a light rail connect from SLC airport/downtown, south along the Wasatch front, up little Cottonwood with stops in SB and Alta, through a tunnel into Brighton parking lot and a stop there, and through another tunnel into Park City. For me, it seems very important that this train line will continue (perhaps less frequently) late into the evening so Park City could gain the Economic benefit of more BCC and LCC homeowners and renters using their restaurants.</p> <p>At the same time, with so many houses and cabins in BCC, an evening connection will provide an additional economic injection to Park City which should certainly be welcome!</p> <p>So with this necessary evening connection in mind, the light rail with the above connection (which done in the European manner could be minimal impact to the environment) is the obvious best option.</p> <p>If you consider the economic interests (and I believe you have) of all the interested parties, not just the ski resorts - Park City business owners (tax payers), BCC house/cabin owners (tax payers), ski resorts (large business and tax payers), the SLC and PC local governments (tax spenders), - why not look at this project as a public/private cooperation expanding the possibilities to include the light rail train system. This is absolutely the best option. ☺</p>	BCC (Silver Fork)	3/16/2015
<p>Dear Mountain Accord, I own a house in Big Cottonwood Canyon / Silverfork I am undecided on all of the above topics because it is very difficult to understand (from this web page) exactly what the proposed blueprint is! I see several options listed under "proposed blueprint" and it is not clear which is the most likely. It is obvious to me that the best option is the light rail train from SLC airport/downtown, south along the Wasatch Front, up LCC with stops in Alta and Snowbird, through a tunnel stopping in Brighton parking lot, and through another tunnel stopping in PC - and back again.</p> <p>I agree that the major concerns are environmental, economic and recreation. I believe the BCC's secluded reality, while part of its appeal, also make it difficult for homeowners to rent their properties in the winter.</p> <p>I have spent a lot of time skiing in France, Switzerland, Austria and Italy and it seems obvious to me that we need to follow their lead. While I lived in Zurich and Geneva I was able to take a train (with one or two easy changes) from both of these major city centers or the airports to the ski lift in Zermatt or Chamonix, or many other ski options. No cars, no traffic and an incredible skiing experience. I would also say that with these train systems the European countries did a very good job preserving their environments in these mountains.</p> <p>In BCC or LCC, if you had a train system connecting to Park City residents and renters could not only use the connection for skiing, but could take an evening ride over the mountain into Park City for dinner or after ski. This would be a huge boost for all three of these economies! It would discourage driving in the evening, and by using tunnels it would not be of significant impact to the environment.</p> <p>Your proposal, while better than anything else I've seen, still excludes the possibility that BCC residents and renters will have evening access to the bars and restaurants in Park City. The very obvious option to me (and I believe one of your blueprints) would be to a light rail connect from SLC airport/downtown, south along the Wasatch front, up little Cottonwood with stops in SB and Alta, through a tunnel into Brighton parking lot and a stop there, and through another tunnel into Park City. For me, it seems very important that this train line will continue (perhaps less frequently) late into the evening so Park City could gain the Economic benefit of more BCC and LCC homeowners and renters using their restaurants.</p> <p>At the same time, with so many houses and cabins in BCC, an evening connection will provide an additional economic injection to Park City which should certainly be welcome!</p> <p>So with this necessary evening connection in mind, the light rail with the above connection (which done in the European manner could be minimal impact to the environment) is the obvious best option.</p> <p>If you consider the economic interests (and I believe you have) of all the interested parties, not just the ski resorts - Park City business owners (tax payers), BCC house/cabin owners (tax payers), ski resorts (large business and tax payers), the SLC and PC local governments (tax spenders), - why not look at this project as a public/private cooperation expanding the possibilities to include the light rail train system. This is absolutely the best option. ☺</p> <p>I've attached a picture of a Swiss train which takes skiers to the chairlift in Andermatt resort. The train has minimum impact on the environment as it does not stop along the way to let skiers off. ☺</p>	BCC (Silver Fork)	3/16/2015
<p>Dear Committee I feel that connectivity of the ski areas is not a viable option. It seems only elite members of society would benefit this, and regular customers need better funding to accomplish utilization of connecting through the back country. The area in between the large resorts needs to be left as pristine as possible and accessed by back country participants knowledgeable in this type of activity. I also feel that being able to use the areas designated for winter recreation would be better served if the access was improved during times when driving to the bases is impossible due to poor road conditions. Whether it be rail or tunnel or improved buses, it needs to be addressed. Year round activities will continue to increase your tourist numbers in traditional off seasons. This of course would say that possible rail service might be the best option for year round access to these great areas. Thank you</p>	Bethel, VT	2/26/2015
<p>Dear Mountain Accord: I represent lower Big Cottonwood Canyon (up to the S turn) on the Big Cottonwood Canyon Council. Having heard comments by Laney Jones and John Yeates at our last BCCC meeting on February 9, I have one concern for the trails committee. Between the Storm Mountain Quartzite sign (above Storm Mountain picnic and amphitheater) and Maxfield Drive is a very dangerous turn in the road between two rock cliffs. There have been a few head-on auto collisions there and the old-timers used to even honk their horns as they rounded the turn. This is becoming an even greater safety hazard with the increase of biking and hiking/running on Big Cottonwood Canyon Road. There currently exists a kind of rough trail up and over the quartzite that hikers can take. This could be improved so that all foot and mountain bike traffic used it. Another option is to ask people to cross the road down below and build a trail around the other side by the reservoir, but I think SL City Water would object. A third possibility would be to blast the rock cliffs and widen the road to make an adequate bike/walking path, but it would be incredibly expensive. Anyway, this is a problem that needs your attention. Thanks for all you are doing to help improve the canyon.</p>	Big Cottonwood Canyon	2/23/2015
<p>Hello, I grew up in Salt Lake and I grew up loving to ski. I skied at Solitude and Alta mostly in high school, then got a job working at Snowbird the year after high school and worked up there on and off for 12 years. I love the resorts we have here and feel spoiled to have such great access to such great terrain. But it wasn't until about 6 years ago that I went into the backcountry. I went up Grizzly Gulch with some friends and I think we did a lap or two back in East Bowl. I was not hooked. It was so much work for just a couple runs! However, after going a few times the next couple years and getting better equipment, taking an Azy 1 Class, finding more friends to do it with, I am hooked! I still get a pass at either Alta or Snowbird, but I spend my time equally between the backcountry and the resorts and it's a great balance. The resorts are a great place to go when the avalanche danger is high or you don't want to put in all the work. But the backcountry is great to get away from the crowds, get a work out and hopefully find my own little pocket of snow. My point is, I love having both. The resorts are great, but they do not need to expand. More and more people are going into the backcountry and to take away the terrain and access to those areas would be a real shame. Grizzly Gulch was a great starting point for me and should be protected to be a safe(er), easy introductory point for others. I've only toured once out of Brighton, so I can't really speak to the side country of BCC but for both LCC and BCC to put in more lifts and expand the resorts' area and ease of side-country access would take away areas for beginners to learn and expand their skills and love of the backcountry. Please leave Grizzly Gulch undeveloped! The whole Emma's ridge to Superior is the next step up to learn on. Those skin tracks and a little tougher but provide great access to a lot of really good skiing terrain and I'm grateful to hear that Snowbird is willing to cede so much terrain to permanent protection! The traffic in LCC is really a problem and with so many single rider cars, it is something that needs to be looked at. When Zion National Park implemented their bus / shuttle system, I was really annoyed and thought it would really be a pain. But once I used it a couple times I realized it was great. Frequent buses, lots of quick stops in places people need to get off on. In LCC when I have tried to look into taking the bus up the canyon I am often frustrated by their infrequency. I think it would take residence some time to get used to taking a bus up the canyon, but if there was more room for parking at the mouth and a separate lane for the bus, I feel like that would be incentive. Spending so much money for a train that seems less flexible and more disruptive to the watershed seems to be a waste of resources. Resources that could be used to put in a bus system and develop multi-use trails in the canyon that would benefit the canyon year round. There is so much potential for mountain bike trails and hiking trails in the canyon! I now live at the mouth of BCC and love these canyons. I know more and more people are loving them too and wanting to take advantage. These are little mountains, compared to Europe, and we don't need to be them. We have great resorts in their own rights, and don't need to become one giant overtake of the Wasatch Mountains. Please consider the backcountry user's need for a good places to learn and areas for the ever-increasing population of us to spread out and get the solitude we're out there looking for! ☺</p>	Big Cottonwood Canyon	2/28/2015
<p>I am opposed to one Wasatch. I don't want to see any more development - the Wasatch is beautiful as it is - rugged and majestic - I hate the idea of trees being cut and lifts and infrastructure criss-crossing this spectacular landscape. I also think it is a really dumb idea. Skiers will be spending more time on lifts than skiing, and what if you end up in LCC at the end of the day, but are staying in PC. Creates unnecessary complexity and confusion. I say NO WAY! Frequent visitor to Utah</p>	Boston, MA	2/28/2015
<p>Good leaders, greetings. I visit the Wasatch often but hail from Boston. I think of Boston often as I follow the bends, turns, and passions surfacing as the Mountain Accord debate gets very serious. Back in the late 1950s, in the name of progress and the ever-expanding economic compulsion to rev up the engine faster, we killed a quaint neighborhood (the West End) in the name of urban renewal. It took a half-century (yes, I am an elder), but you would be hard pressed to find anyone here today who believes the decision was a good one. The character of that neighborhood, so much a part of this city, and all the revenue it would bring us today in tourism and real estate, is gone forever. And then there was the lesson learned. In the late-1960s we were teetering on the edge of slicing through the city with an inner belt highway. The late Gov. Frank Sergeant was a strong advocate - and then saw the reality of how the interstate would change forever the urban character. He had the courage to back down and admit he had "seen the light." This is how he is remembered today. Lovingly. Please tread gently in the precious Wasatch. To my eye, bus rapid transit makes so much sense in Little Cottonwood. And think deeply about how you define progress as we try to rev the engine ever faster. You are stewards for one of the nation's dwindling treasures.</p>	Boston, MA	3/4/2015
<p>My wife and I travel to ski destinations both domestic and abroad extensively. Utah is by far our favorite destination and we have been coming here to ski for many years. We are very concerned about the air particulate pollution in the Salt Lake City area. Over the years it has become a black mark on an otherwise beautiful destination, and is the primary reason we have decide not to purchase a vacation home in the area. The time is at hand to clean this up as have other cities in the U.S.</p>	Boston, MA	3/13/2015
<p>You have sent me an email asking the following questions. The only one that impacts me is resort connectivity as I do not take buses or a train. • What do you think about resort connectivity? • Would you like to see improved, year-round public transportation? • Improved bus services? • Mountain rail? • No improvements at all? With respect to connectivity, the key question is the cost and time to get from one resort to another. I am not at the resorts for sightseeing so if I cannot ski from one resort to another, it is a waste of time and I will not do it. Even currently there is a substantial disconnect between Alta and Snowbird. The lift ticket costs \$30 more and I need to go to Mineral Basin to Little Cloud and then over the top. This is a waste of time. Very few actually go over the top and generally it is just one day of a several day stay. With that, think about the logistics of getting to Solitude from Snowbird. Sounds ridiculous. I am supposed to go over the top and then ski down, take a rope tow and then take a long chairlift to the other side of the canyon. This is a big waste of time and then ski at lesser mountains (sorry for being honest) of Solitude and Brighton. A superior way to spend the money would be to expand the resort boundaries and make them more attractive. Snowbird is the top resort and competes with Vail, Jackson and Big Sky. How does it become more interesting. Perhaps more restaurants as well at the bottom as it is thin picking. Boston, MA but coming to Utah for 40 years to ski I'm generally supportive of the resort connectivity. However, as a snowboarder, I'd be concerned if Alta and Deer Valley are included in the plan if they don't open their slopes to people like me. At the very least, the pass for snowboarders should be priced to reflect the fact that they are excluded from over 20% of the terrain. As a resort that operates on public land, Alta should be pressured if not forced to accept snowboarders in exchange for interconnection. Likewise, Deer Valley, although it operates on private land, should have to accept snowboarders in order to realize the benefits conveyed by the interconnect. Thanks.</p>	Boston, MA	3/14/2015
<p>Brigham City</p>	Brigham City	2/27/2015

Mountain Accord: In my personal opinion, the proposed blue print is a well balanced approach that takes into account the interests of all of the stakeholders. Quite an accomplishment, considering the disparate interests among the various stakeholders Thank you	Brighton	3/7/2015
Dear Mountain Accord,  In my opinion, the Mountain Accord proposal does not serve the interests of the public and the environment the way that it should.  I believe that, in planning for the future, our priorities should be: 1) Protection of the unique ecosystem of our precious Wasatch; 2) Protection of our watershed; 3) Providing a variety of recreational opportunities for the people of Utah. The interests of ski resort corporations and real estate developers should be far FAR down the list of priorities. It is not our job as taxpayers and as stewards of our environment to enhance the profits of these business interests.  Based on those priorities:  I applaud the proposals to provide improved public transportation into each of the canyons.  I endorse the land swaps -- as long as we can be assured that that's ALL that the ski resorts will ask for. (It seems that Snowbird is already looking for more!)  I am extremely opposed to any efforts to link ski resorts from one canyon to the next -- whether by tunnels or by lift systems such as SkiLink. Such schemes will provide almost no benefit to local skiers. The only ones who will truly benefit are the ski corporations, who can use them as marketing gimmicks.	Brighton	3/14/2015
I hope that you'll go back to the drawing board on your proposals  The jaw dropping silence at the Olympic Park meeting was obvious when the plan was revealed and announced that the blue print proposals were made by a consensus of the executive board. The outcome was not unexpected because it was obvious early on ( the second group meeting and despite assurances by the group leaders to the contrary ) that the goal of the Mountain Accord was a train up little cottonwood. With the forest service stance of no new facilities, especially parking, in the canyons, more land being put into protected designation and increased restrictions on building, I am very afraid of wholesale condemnation of private property and homes to build transit hubs, rail terminals and trail systems inside our communities. Brighton and Silver Fork were communities and destinations for peace and quite almost 100 years before skiing came to town and to turn our neighborhoods into seasonal rail terminals and transit hubs would be totally unacceptable and will be met with total opposition. The water systems for our communities are from mine tunnels and springs, are single sourced and are fragile and barely adequate to serve not only the residents but also the growing number of visitors. For decades engineers, hydrologists and geologist have warned that tunnels through the Wasatch Mountains would have a negative impact on the water resources of the canyons an example would be park city mines is paying or has paid Salt Lake City for water draining from Twin Lakes into a mine tunnel. Is the Mountain Accord ready to address providing water to affected communities with the blessing of Salt Lake City and its control of the watershed? BCCA representative, Brighton Environmental Group member	Brighton	2/18/2015
As a member of the Environmental Systems and water subcommittee the tunnel proposal never comes up or was mentioned and we know tunnels would impact communities in the canyons with rail terminals and transit hubs. Brighton is opposed to the proposed Blueprint.	Brighton	2/25/2015
I know Park City does not want to connect in any way to the Cottonwood Canyons and Brighton does not want to be the center of a transit system.	Brighton	2/25/2015
Note that the Brighton Resort does not speak for the Brighton community.	Brighton	2/25/2015
Do whatever you need to do to reduce the smog!!!	Burlington, VT	3/7/2015
It sounds a simple expansion in your terms ,but I wonder if it is needed economically .There is law of diminishing returns,and I do not see that the current skiing population needs such a large area to ski in . it would make the Cottonwood Canyon Resorts much more crowded ,and potentially destroy their attraction and charm .Alta may be obliged to allow snowboarders ,who somehow arrived there from the other side . I could see Park City skiers overrunning Brighton and Alta .Also global warming will change the face of skiing in the next 20-30 yrs .See the concern already this year with your smaller snow falls causing concern for a dry summer . I would vote against rail access too . A Canadian who skies Utah every year since it is the best snow .!	Canada	3/16/2015
As a skiers from NC to Utah for the past 30 years, we have welcomed all the changes, expansions, and improvements to all of the resorts in the Mountain Accord area. We stay in south SLC for easy access to Big and Little Cottonwood canyons. We are frequent skiers at Alta, Brighton, and Solitude as well as daily trips to Deer Valley and The Canyons. We have often wished we could "drop into" another resort from the Cottonwoods to avoid the drive up I-80, parking, and trekking to the slopes.  We think it would be wonderful to have interconnections among all the resorts in your study and would enjoy it.  There are some questions that arise: 1. How would lift tickets work if skiers travelled among the resorts? Charging by run, by area of origin with added charge for additional resorts as they are skied, etc.? 2. Would there be transportation available from the Park City area to the bases of Little and Big Cottonwood canyons or the reverse to enable skiers to begin in one distinct area and end in another without the worry of trying to ski back to the area of origin at the end of the day? 3. Trains would be an expensive pipe dream, but make the area so much like some Europe ski areas.  Good luck with the plan! We hope we still will be skiing in order to take advantage of the plan.	Charlotte, NC	2/26/2015
As an avid skier and professional ski instructor, I am in favor of connecting the ski resorts in the Wasatch front range by additional chairlifts. I would be more apt to ski there more often or even move there should that happen.	Chatham, MA	2/26/2015
I dont understand why there is no overnight parking at the bottom of LCC.  I would support all transportation options that would reduce traffic in the canyon.  I DO NOT support any additional transportation that includes tunnels and chair lifts to get to different ski resorts.  I do not believe that developing intensive new structures for skiing is in the best interest of our future. I believe that our future winters will be more like last year and this year. Minimal snow with gradual warming of our winters over time.  I cannot support changing the look of our beautiful mountains for the ski industry. Skiing at resorts is only participated by a small percent of the Utah residents. (the ski resorts are pricing local residents out of the option of skiing in Utah). The wishes of these residents and ski industry do not have the right to make changes to our beautiful mountains that will affect their look for many years.  I have been to two public meetings for Mountain Accord and have read through much of the web site.	Cottonwood Heights Cottonwood Heights	2/4/2015 2/24/2015
I am glad the various organizations are planning for the future. I am glad that the plan will designate more of these beautiful areas as wilderness. I am glad the plan doesn't allow for more development in these areas.  My major concern is with the transportation plans. I don't know of anyone wanting to get to Park City from the Wasatch Front Area via a train system. I am concerned that the idea of having a tunnel and train system or a gondola system to get to Alta and Snowbird largely comes from skiers in the Park City area wanting to access more snow and better trails quicker at Alta and Snowbird.  If that is the case, those are the people who should pay for such an expensive proposition as a train tunnel through the mountain. Too many of the less wealthy residents of Salt Lake Valley do not have the money or time or interest in skiing or snowboarding or even get up to enjoy the Wasatch Mountains. It should not be part of their tax burden to pay for such a project. I strongly oppose having any train system linking the Alta/Snowbird area to the Heber Valley area for these reasons. If the decision is made to pursue this transportation option, the cost should totally be covered by the skiers and snowboarders, and by the companies that will benefit from this investment. I enjoy skiing and love my time hiking in these mountains, but I don't want people who live in this valley and never get up there to pay for me or anyone else to do what I do.  I also think a clean natural gas bus system going up the canyons is preferable to the development and cost of a train going up the canyons.	Cottonwood Heights	3/15/2015
I live in Cottonwood Heights and drive a son to Alta High school. I am very familiar with the traffic on Ft. Union and 9400 south. I think a trax line on either road would be tricky, but it would be a terrible idea for Ft. Union, which is already very congested in the Union Park area and at the Highland Drive intersection. Again, buses can work very well. I have walked to the bus on Ft. Union Blvd from my home to get to the airport. I am delighted with these transportation investments our community has made for public transportation. These existing and growing systems benefit all of the community in this valley. I am concerned that a train system or gondola system from Heber Valley to Alta/Snowbird would benefit a very small segment of our population at high cost to many.	Cottonwood Heights	2/25/2015
Trains are exotic. Get enhanced bus service into the canyons is infinitely more flexible and reasonable. Trains not feasible or realistic. Trains/Trax service to Wasatch Blvd. should be considered. There should be an alternative with ski area size reduction. Ski area influence is too wide. Don't allow any ski area expansions. Any gondola or train connection between Brighton and PC is not feasible as a transportation alternative- it would only suit the ski resorts as a marketing gimmick. Such alternatives do not move enough people to be effective and a sales gimmick is not adequate justifications to allow it. Only result in more urbanization. Do everything to preserve dispersed recreations and curb development.	Cottonwood Heights	2/25/2015
Add bus feeder system to the plan. If I need to drive to a park and ride it does not work. That means we are just moving the parking to the valley. Emergency transportation and off hours access to the canyons. If trains access the canyon only, we are effectively closing the canyons at night. That makes no sense. Are we expecting Life Flight to handle all emergent healthcare?	Cottonwood Heights	2/25/2015
Any expansion is a slippery slope. I do not think that the proposals are good for animals and wildlife, but they are good for money. This to me is so blatantly similar to Easter Island scenario. Cut down all the trees to make statues and then you have no ecosystem left. As I look at the scars we have placed on the horizon, I do not see a need for more.	Cottonwood Heights	2/25/2015
Train and Road up Little Cottonwood. Double Deck i.e. Box tube for Rail under the Road on Top. 1. One Footprint - same as current footprint. 2. Tram not 100% protected. 3. Speed train to resorts. 4. Double - two way track system. 5. Allows day use on the roads for canyon use to locals throughout the year.	Cottonwood Heights	2/25/2015
I am for shuttle service on the weekend. I'm for users fees! 1 person in a car - \$100 pass - 2 persons \$50 3-4 - \$25 for Cottonwood Canyons - others can use a shuttle (like in Zions and Yosemite). Would be especially beneficial in summer for tourists (shuttle service). They love it! Watershed is of prime importance. How would a tunnel affect the watershed? What is purpose. We haven't had enough snow to shut down the canyon in a longtime. Ski areas give plenty of time for people to leave canyon when avalanches are expected. Reconnecting canyons (tunnel, ski link) - only for wealthy - LC appeals to more advanced skiers - Big CW to intermediates and family - they don't want to go to a different canyon in same day! Don't ruin pristine area for more development - let backcountry skiers have access to their kind of terrain.	Cottonwood Heights	2/25/2015
More Slow lanes are badly needed in both Big and Little Cottonwood Canyons now even. More busses and mark and ride lots could be added. But that is it. It ends there. No trains, tunnels, tramways of any kind should ever be thought of. Millcreek Canyon badly needs to be added to the watershed with its own treatment plant now even. But: NOTHING ELSE.	Cottonwood Heights	2/25/2015

<p>To Whom it may Concern: I'm writing my comments regarding the Mountain Accord project &amp; I'm requesting that you enter them &amp; the photos in as public comments even though they weren't submitted by email. Please consider them carefully! In 1984 Murray City known as Tree City USA was given permission by the Utah State Engineer to divert the entire instream flow of Little Cottonwood Creek for the purpose of harnessing cheap hydroelectric power at the small dam located at Wasatch Resort. No one was ever notified! When people started to protest we were told that it was too late and that nothing could be done. Doing that turned a once beautiful living riparian ecosystem into a dead zone! The trees died, the air temperature rose, the birds &amp; wildlife left because there was no longer a living vibrant ecosystem. See photo #1. People in the area had Sen. Scott Howell sponsor a bill at the Utah Legislature to require minimum instream flows be required to be left in streams and rivers in Utah if they were going to divert most of the water. It passed however it wasn't retroactive so Little Cottonwood Creek stayed dry except for in the spring when the snow would melt and there was enough water to overflow their dam at Wasatch Resort. Then again in 1994 Murray City again tried to take the rest of the water out of Little Cottonwood Creek for more cheap hydro electric power and leave only a minimum of 4cfs Oct - Mar and 8 cfs April - Mar with no flushing flow requirements. The Forest Service recommended a minimum flow of 6 cfs be required Oct - Mar and 9 cfs be required April - Sept. The Forest Service also recommended a flushing flow of 281 cfs for nine days to coincide with peak snowmelt to maintain the channel integrity. The State Engineer felt the Forest Service requirements were excessive and required the smaller amounts. Finally after many letters and protests the Forest Service in their final decision on Feb. 23, 1995 went up against the State Engineer and Murray City and required the higher amounts that they had previously recommended, so because it would cost Murray City more money and they had to leave more water in the stream they withdrew their proposal. Their comment to me was that I might have stopped them up above but that I would never get the water back below. While I was on a Task Force in Murray City I happened to ask the State Engineer if he had ever been out to see what had happened to Little Cottonwood Creek since his ruling until that day and he said no. I also witnessed how our Representative from Cottonwood Heights told Murray City that he knew people up at Utah State University and for a small sum of money he could arrange to get the results that Murray City wanted on a study that was going to be done. Needless to say, he no longer was our representative from Cottonwood Heights and we finally got Dr. Gary Booth from BYU to do an unbiased study which had some very interesting conclusions which I still have in my file. After all this I asked the Forest Service if there was a way to protect this canyon? They recommended that I nominate Little Cottonwood Creek in the upper part for the National Wild and Scenic Rivers System. On Aug 25, 1999 File Code 1920/2350 I received a letter stating that Little Cottonwood Creek was eligible and 10.2 miles above &amp; down to Murray City's diversion had been found freeflowing and outstandingly remarkable in the scenic, Geological Hydro. Ecological classifications and was classified as recreational. This area must be protected and preserved! Little Cottonwood Canyon and Big Cottonwood Canyon are known for many things. Not just skiing! The hiking and biking trails are spectacular. The scenery in these canyons is so beautiful and diverse. Whether you want to hike, rock climb, ski, camp, fish, bike or just enjoy the peaceful tranquility of these wilderness areas, the most wonderful thing is that they are located 20 min from our homes! These areas must be protected and preserved for future generations as well as the wildlife! To me all the Mountain Accord addressed was a massive ski expansion between Little Cottonwood Canyon, Big Cottonwood Canyon and over to Park City. Years ago the Forest Service basically stopped any ski expansion and the only new parking areas were for the buses for mass transit. The Mountain Accord looks like a skiers paradise! It doesn't take a genius to figure out that the people from Vail Colorado that own the Canyons Ski Resort, Park City Mt. Resort and I believe now Solitude Ski Resort are trying to take our local ski resorts. It's been made clear that if this major ski expansion is allowed to happen, Utah would be the only place in our entire country that would have 6 ski resorts all connected and would be the largest ski area in the entire country. This would produce millions of dollars, however much would remain in Utah would be questionable since Vail Colorado owns 3 out of the 6 ski resorts, I don't think all the money would remain in Utah.</p>	Cottonwood Heights	
<p>Greetings! I am an advanced skier that has been out to Utah nearly every season for the past 11 years. I am very much in favor of the plans to connect the different resorts. However, there is one proposal that deserves lots of scrutiny, and that is a train service. I think that there are obvious environmental concerns which must be weighed, and any final decision must make sense for the environment first.  This season, I skied in the Jungfrau region of Switzerland. Within this region, there were several trains (and buses) that interconnected the city of Interlaken, the villages and mountain peaks. I would strongly recommend that the architects of the One Wasatch plan contact officials in the Jungfrau region, study the development and impact of the transportation offered and apply their best practices to the development of transportation in the Wasatch. One Wasatch would be drawing on nearly a century of experience, and let's face it, the Swiss have their collective act together.</p>	Danbury, CT	3/14/2015
<p>To whom it may concern:  My son and I, avid skiers who hope to soon ski the greatest snow on Earth, are excited about the ONE Wasatch concept. It can improve the ski experience while minimizing the environmental impact, esp. due to cars and their infrastructure. This will enable Utah to offer an experience, whether summer or winter, similar to that available in Europe.</p>	Derry, NH	3/14/2015
<p>Hi,  I've been a Utah resident since 1989 and ski the Wasatch Front areas regularly. A few comments about your proposals that I hope you'll take into account as this thing moves forward.  1) I'm for protecting those lands from further development, but I'm worried that, even though they may be protected, they'll still get something developed on them. I love the Cottonwood Canyons as they currently are and would not want to see more commercial or residential development in the canyons. They are a beautiful place to visit year round and development and lighting spots that. One question I have is, is the existing Wilderness Areas that are near the valley floor already protected from development? It seems that development keeps creeping up the mountain. I'd like to see that stop.  2) Looking at your PROPOSED TRANSPORTATION ALTERNATIVES map, I am against connecting Alta and Brighton at all, and against increasing the existing connection between Brighton and Park City. I think that bit of isolation helps give each canyon it's own "personality", which would become lost over time if connected. Also, look at how the road in the Provo canyon, from Orem to Heber, has grown in the last 25 years or so. That was a nice quaint road going up into the mountains toward Heber when I moved here, and now it is a large busy thoroughfare. As soon as you create a shortcut from the Wasatch front to Park City, everybody will be driving it, to the point of over congestion, and you'll be forced to widen and expand it, destroying the rustic feel of the mountains there. That would ruin the Little Cottonwood canyon and the mountains above it. I'm also against any aerial transportation. All those poles and cables would be a eye sore and would negatively impact the appeal of the mountains and canyons. I can see increased bussing in the Cottonwoods being helpful and to that end, possibly some road improvements in the narrow portions of the Big Cottonwood canyon. Rail would be an eye sore in most of the 2 canyons too. Another possibility might be a cap on the number of vehicles in the canyon at one time. That might force more bussing. I hate more fees, but a small fee for cars and no fee for bus riders might also persuade more to take the bus. You're also going to need significantly greater parking near the base of the canyons to encourage people to stop driving there and take the bus up.  3) I think the existing trails are great. Some expansion might be helpful, but trails aren't as much of an eye sore or have as great of a negative impact as transportation does.  4) Lighting. You don't have anything specific on this topic, but with development comes lighting and Utah's dark skies are already disappearing. The mountains should be a get-a-way from the lights of the city, and roads, businesses and homes all include lights.</p>	Draper	2/26/2015
<p>To Whom It May Concern, First, we'd like to thank the members of the Mountain Accord for coming together to protect everyone's best interests in the Wasatch. We realize there are competing interests, and understand that every side will have to give up something they value in order to reach consensus. As long time residents as well as parents, we value Utah's economic stability through this period of rapid population growth as strongly as we believe in preserving our beautiful Wasatch wilderness.  That said, we feel we had to write to express our thoughts on potential development in Grizzly Gulch. As you are well aware, human-powered snow sports are the fastest growing segment of the winter sports market. (Source: SnowSports Industries America.) It would be an irreversible tragedy to lose one of Utah's most accessible, most valuable pieces of backcountry terrain to development. We strongly believe that Grizzly Gulch should be protected in the Public Lands swap.  Grizzly Gulch is uniquely valuable as backcountry terrain for a number of reasons: - Location: it's one of the few short-approach routes in the Wasatch that provides access to a wide variety of terrain. Grizzly's location makes it a great fit for beginners, tourists, and half-day "dawn patrolers." - Accessibility: Grizzly is accessible with existing public transportation. - Safety: even with variable snowpack and directional loading, Grizzly almost always has at least one safe aspect to ski. - Multi-sport access: with Alta's groomed cat track, backcountry skiers &amp; snowboarders share Grizzly with all human-powered athletes -- snowshoers, hikers, trail runners, and even skate skiers on the lower road. - Non-motorized ethic: unlike the Guardsman backcountry, Grizzly skiers don't share terrain with snowmobiles, making Grizzly a safer, more attractive backcountry experience.  As the human-powered snow sports industry continues to grow, the balance of developed and undeveloped ski terrain will become an increasingly important part of attracting ski tourism to Utah. Just this week, we skinned up Grizzly ahead of a group of six Europeans on a Utah ski vacation. They cannot be the only visitors who value Utah's backcountry skiing terrain.  In short, we admonish the Mountain Accord to look closely at protecting the unique backcountry terrain in Grizzly Gulch. Our small daughters are currently learning to ski at Utah's world-class resorts, but we hope to give them the privilege of "earning their turns" in Grizzly when they're old enough to negotiate a skin track.  Thank you for your consideration.</p>	Draper	2/28/2015
<p>Mountain Accord Committee:  Perhaps the following comments may be a bit myopic from a Recreation viewpoint but here goes:  1. I believe any attempts to link the Wasatch Front with the Wasatch Back place unnecessary environmental strain on the wilderness band between the two geographically &amp; economically diverse areas.  2. The Wasatch Front and the Wasatch Back do not need to be connected as the Recreation opportunities in each area are unique, depending on the recreational goals and objectives of the residents &amp; visitors of each area.  3. No attempt should be made or allowed to be made to connect the Wasatch Front (Ski) Resorts with the Wasatch Back(Ski) Resorts as this is not needed, physically undesirable and once again, a transportation strain on the environment.  4. Specifically to the above, most of the Wasatch Front and Wasatch Back Resorts &amp; Trail Systems stand alone and offer unique attributes and should be savored individually. Trying to connect the 7 resorts will require too much of a sacrifice of wilderness geography and serenity.  My comment on the mountain accord: Less is more.</p>	Draper	3/12/2015
<p>Opposed to an aerial connection between Big Cottonwood Canyon and Park City.</p>	Farmington	3/7/2015
<p>I and my family have been annual visitors to Alta since the 1950's. It is unique area that so far has remained mostly unchanged by mankind. It has an unusual character in that it has natural resources that have been unspoiled by mankind despite its location near a major city. The diversity of it's landscape, flora and fauna should remain as close to it's natural state to be enjoyed by future generations. I believe it should not be connected to other areas or it will lose it's uniqueness, so I do not believe it should be connected to other areas by tunnels or roads, trams or trains. so I agree with Mountain Accord's positions. Regarding transportation from the valley up Little Cottonwood Canon I suggest road improvements could be made in order to improve traffic flow, but I suggest that tunnels or railroads would impact the natural aspects of the canyon. An increase in the daily number of visitors will change the character of the natural landscape in all aspects and probably contaminate any water supply for people living in Salt Lake environment. The Alta area is too small to sustaine any major increase in permanent population without changing the character of the entire valley area and there would be a damaging increase in sanitation services and restricted water supply.</p>	Greenwich, CT	3/8/2015
<p>I wish to comment that the idea of light rail up Parley's Canyon is a great idea. Anything we can do to reduce the amount of traffic and congestion in the Parley's Canyon and Park City areas would be a godsend. I do not think a train should run up Little or Big Cottonwood Canyons. Instead, electric-powered or natural gas buses should be used and there should be a pass with a hefty fee sold for personal vehicle use up those canyons.  I think drilling tunnels through the mountains is over the top and not a good idea at all. We are experiencing climate change and winters and their related sports will become less and less of a factor over the next 50 to 100 years. Let's be smart about this now; no need to waste money on a grandiose transportation scheme that will not be utilized in the future as much as we think it will be now. The new reality is that winters are warming and we will one day no longer have snow below 8000'. Let's plan accordingly and move to electric vehicles as much as possible, fueled by renewable energy sources such as wind and solar. It is critical that we reduce our air pollution, our impact on the earth and it's environment and control our growth. Be careful we do not kill the proverbial goose who laid the golden egg: aka our natural environment and beautiful surroundings.</p>	Heber City	3/11/2015
<p>1) I would like to see an electric rail system in the canyons. No cars. Maint. &amp; supply vehicles can go up the roads. 2) I would like no aerial system to prevent geographic and wildlife problems. Prevent timbering and bulldozing. 3) I agree w/ land consolidation to prevent sprawl and outward growth. 4) I would naturally prefer a tunnel through the mtns. with no surface construction. 5) I want to maintain our mtns. as an undisturbed environmental for the locals.</p>	Holladay	2/25/2015
<p>We love the idea of the resorts being connected! We live in Huntington Beach, CA, so we always fly Jet Blue. It would be nice to be able to see and ski more resorts without the drive. That leads to improved transportation. It is great now, but more is always welcome. We've only come to Park City in the winter but want to include summer trips. Year round transportation will make it even easier for us to come stay more often and longer.</p>	Huntington Beach, CA	2/26/2015
<p>I'm not sure what the Mountain Rail is, but it's in regards to improving or adding to public transportation, keeping emissions in check, clean and green transportation, we are totally in favor of that!</p>		
<p>To whom it may concern: When given the opportunity to comment on something as important as the future of our public lands and private industry, I feel it necessary to provide the following statement regarding the Mountain Accord blueprint: As the operator of business that is very closely tied to the ski industry of Utah, I fully support any initiative that furthers the growth, reduces the effects on the land, and promotes the industry of skiing in Utah. We feel encouraged by the Mountain Accord process, and hope to see action come from the hard work. Regards: Jim Grewe, GM, Peterson Enjment Company</p>	Hyde Park, UT	3/2/2015
<p>• What do you think about resort connectivity? Unnecessary. The 7 mountains are all big enough to give a skier more than enough terrain to ski in one day. It is unlikely that I will want to spend time on connector lifts or connector trails (usually very boring traverses) that waste prime time skiing. I have skied in the Utah mountains for over 20 years (I do not live in Utah). We traveled to SLCC because there were so many mountains within an hour of each other. We would typically hit a different mountain each day.  • Would you like to see improved, year-round public transportation? Probably a good idea for the locals but I doubt it would change our habits of renting a car and driving to a mountain.  • Improved bus services? Same as above.  • Mountain rail? That is a business decision that I am not qualified to answer.  • No improvements at all? Mountains can always improve: more high speed lifts, open more terrain. But a grand scheme to connect all the mountains makes little sense. I would be upset if lift tickets got more expensive to pay for all these "improvements" that I would likely NOT use.</p>	Incline Village, NV	2/26/2015

<p>Hello,</p> <p>As a one time resident, and current frequent visitor to the wasatch I wanted to comment on a few areas of the Mountain Accord. There is a lot of information to digest, so I will just list highlights.</p> <p>Transportation:</p> <p>This is the biggest issue facing SL, Cottonwood Canyons, and Parley's Summit. As a bi-annual visitor to Outdoor Retailer, as well as 4-6 other trips annually to recreate, traffic gridlock and its effects are what I always come home complaining about. I don't even attempt Alta or Snowbird on visits anymore.</p> <ul style="list-style-type: none"> <li>• Light rail up cottonwood canyons is a nice 10 year plan, but optimizing bus ridership and parking seems to deliver a much more cost effective, immediate return. The cheapest parking lot at Teton Village is \$10, with free parking 5 miles before the resort, or free with 3 or more people per car. Bus ridership has skyrocketed.</li> <li>• Adding lanes delivers only more traffic.</li> <li>• Those refusing to take alternate transportation (either carpool or bus) should have to pay for that privilege. Alta and Snowbird, and to a lesser extent, Brighton and Solitude should be leading by example and charge for parking with 2 or fewer occupants.</li> <li>• A tunnel linking big and little cottonwood is unnecessary. Focus on optimizing current alternatives before building new infrastructure.</li> <li>• Fully support linking Park City and SL with light rail. Your community has already proven the success of Light Rail. Decreasing vehicular traffic down Parley's for daily commuters could go a long way to reducing the big brown cloud that we are so often greeted with at OR.</li> </ul> <p>Recreation:</p> <p>In general, concentrating or extending trails where density already exists is preferable.</p> <ul style="list-style-type: none"> <li>• Support linking existing trail networks.</li> <li>• Create better alternate transportation options and improved trailhead parking.</li> <li>• Fully support preserving non-mechanized backcountry terrain. You don't need a patchwork of trails everywhere.</li> <li>• User fee options should be based on how you get there. Charging mountain bikers to mountain bike if they take a bus up there isn't solving the problem. Charging the guy in his Nissan Xterra driving up solo does.</li> </ul> <p>Economy:</p> <p>One of the reasons I prefer the Central Wasatch to Denver is ease of access and lack of sprawl. That advantage is slowly dwindling. Limiting sprawl especially in the PC area should be of critical importance.</p> <p>• Fully support the initiatives under section titled "Ensure Utah's Tourism market is sustainable now and into the future"</p>	Jackson, WY	3/9/2015
<p>Mountain Accord Comments from Kathy Becker, Resident, Kimball Junction Neighborhood, Summit County</p> <p>1. BUILD IT AND THEY WILL COME - Increasing density zoning allowed in a few locations in Summit County, then connecting these areas to high-speed transit systems are not measures that prevent sprawl, reduce traffic, or protect the environment on their own. Jurisdictions must ALSO impact how private property in the adjoining areas can be developed. Doing this would require a change in state law. The state legislature has shown no appetite for putting new limits on private property. It recently intervened to impose a movie studio in the county, and ultimately in Park City. Building a high-speed connection between Sandy and Park City will become a driving force for significant growth—both sprawl development and population expansion for many areas of Summit and Wasatch Counties. It also will result in continued traffic challenges as there will be many more residents and employees who will continue to drive cars, along with taking transit. If you only create new high-speed connections to the Salt Lake Valley—either along I-80 or in a new southern route, it will spur development in the newly rezoned areas AND adjoining areas. It will result in a net increase in population and sprawl. It will result in more traffic, even with transit improvements if the top priority for the Mountain Accord is environmental protection, then the current Accord has not presented a sufficient argument as to how it will benefit the Wasatch Back. It may have environmental benefits to the Wasatch Front, but these potential benefits require much more review.</p> <p>Recommendation: Remove the study of a high-speed rail connections from the current phase of the Accord's environmental review process as this measure will drive population expansion, without curbing sprawl or traffic congestion.</p> <p>2. TRAINS ARE NOT THE ANSWER TO CARMAGEDDON - Much of the conversation about transportation challenges in Summit County seems to be focused on peak times during the year when "carmageddon" descends upon Park City—Christmas week, President's weekend, Sundance, and the Film Festival. It also is focused on times when ski resorts close and employees arrive and depart. These peak events require a package of transportation strategies that are flexible and affordable. For example, during peak events, could there be free minivans that drive around neighborhoods and bring residents to venues, restaurant areas, and transit centers? Could there be free high-speed buses that depart every 30 minutes from the airport during peak hours that bring people to designated transit centers, resort centers, etc. where hotels, resorts, neighborhood minivans, and other transit connections can fetch guests and residents. During peak commuter times, can employers organize offer incentives for carpools, organize vanpools, and require parking fees? Even if you have a high-speed rail system between the Salt Lake and Park City, these targeted solutions are still necessary.</p> <p>Recommendation: Target county resources at studying and pilot testing a range of flexible "carmageddon" transportation options that don't absorb billions of dollars just to address two transportation connections: I-80 to 224 and Sandy to Park City.</p> <p>3. TRAFFIC CONGESTION AND ADDED COSTS TO DRIVE A VEHICLE ARE OFTEN PRE-REQUISITES FOR GETTING PEOPLE OUT OF THEIR CARS AND ONTO BUSES AND TRAINS - When people in traffic-congested communities are asked what causes them to stop driving their vehicles during peak times, a common response is that they don't like being stuck in traffic. They also don't like paying for parking, paying for gas, or polluting the air. People welcome having more transit options, but this does not necessarily mean that they will agree to stop driving. Once a lane is added to a road and people discover less congestion, they often jump back in their cars. Cars in the future will operate more cost-effectively, without using gas and without polluting the air.</p> <p>Recommendation: Research what will motivate people to continue using transit and other transportation options in the future if people experienced roads that weren't congested AND had cars that cost less to operate AND didn't pollute the air.</p>	Kimball Junction	3/3/2015
<p>I love the idea of connecting the resorts, that would be amazing. I also love the idea of improved public transportation and especially mountain rail. That seems like a pretty environmentally friendly way to go that would also make Utah an even more attracting ve destination.</p>	Kingston, RI	2/27/2015
<p>You will never get the environment back to it's pristine state once you have undone the land and the surroundings. I would favor bus transit and a wider road lane set aside for bus only traffic. The reason I visit the canyon region is because it is natural lands, has pristine water, beautiful environment Wildlife and very little development. There are many options for development down valley, do not destroy what God has made, man cannot enhance, only destroy what he has given us and future generations. Do not let development dictate what is prudent and long lasting. ☺</p>	Kingsville, TX	3/5/2015
<p>I'm all for the protection of the environment. We can't just take full advantage of nature, because soon it will be gone. I also want all of the trails to be made because my favorite thing about the mountains are the hikes. I also think we should have more train tracks, but not too many. But I don't think there should be very many recreation centers. Think about the knalac!</p>	Layton	2/25/2015
<p>I love this plan. I like the idea of the transit, and the increasing wilderness protection. I also like the new trails. I love hiking, and it would be nice to hike more trails. I hear that you are planning to build tunnels. I don't think you should do that. Great idea.</p>	Layton	2/25/2015
<p>I do believe with my beating heart that we should finalize campsites FOR THE CHILDREN!</p>	Layton	2/25/2015
<p>Key proposals I am in favor of! Environment protection; increased wilderness areas. Recreation - improve trails transit service. Transportation - transit improvement and expansion. Thanks for the effort to improve and protect Utah.</p>	Layton	2/25/2015
<p>I think that it would be cool if you made the train able to fly. It would be a good idea because if the train was about to fall off a cliff it could fly and save everything that was on it.</p>	Layton	2/25/2015
<p>No trains in the canyon, more trails for public use.</p>	Layton	2/25/2015
<p>I am totally for it just maybe more trails.</p>	Layton	2/25/2015
<p>I live at the mouth of Little Cottonwood Canyon and like the idea of making some improvements for traffic control. I think having increase, purposeful bus routes would be great. I also think there could be mandatory car pooling during certain peak hours, especially during ski season, to control the number of cars on the road. I would suggest carpooling be required from 7:30 AM to 10 AM and 3:00 PM to 5:30 PM from November through April. I also feel that parking should be improved not only at the ski resorts but also at some public areas like the trailheads in Albion Basin.</p>	LCC	3/12/2015
<p>I do NOT think a train would be anywhere near worth the money to build it nor do I think it would preserve the feel of the canyon which is why people come in the first place. In addition, the canyon can only handle a certain number of people, regardless of how they get there, before the entire experience is negated. Furthermore, there really does not seem to be a need to have a train connecting LCC to Park City. If a connection, besides I80, is needed the natural option would seem to be to improve and maintain the Guardsman pass road year round in BCC.</p>		
<p>I hope that the Mountain Accord will not get pushed through just to benefit the rich ski resort owners but rather consider the needs of the many both now and in the future. The most important concern, in my opinion, should be the preservation of the beauty and feel of both canyons.</p>		
<p>I would like to make a comment about the proposed blueprint for the mountain accord. I have lived most of my life in Cottonwood Heights and Little Cottonwood Canyon. Specifically I lived in Wasatch Resort up Little Cottonwood Canyon for 17 years. I have seen the canyon change a lot with more building in the mouth of the canyon. As well as an increase in hikers and mountain bikers on the trail up the canyon. In my opinion this proposed mountain accord would only detract from the natural experience that most people go looking for in this canyon. Who wants to hike or mountain bike next to a train in the canyon? It is one thing to have light rail trains in the valley, but quite another to take it into a natural habitat and National Forest area. I also disagree with connecting over into other canyons also. I think the claim that this is to protect our watershed is just a ploy to try to gain support for this project. With all of the proposed construction the watershed and wildlife are NOT being thought of. I would encourage other alternatives to this project. For example, what about a canyon shuttle like they have in Zion National Park. This proposed blueprint seems to be just another way to try to bring more tourists (skiers) here and for a select few of the systems groups to make some money at the expense of all of us. I am NOT in favor of this project.</p>	LCC	3/13/2015
<p>This suggestion was made at the NEPA seminar 3/10/2015 and at more than one of the earlier comment programs.</p>	LCC	3/12/2015
<p>MT. Accord is getting, and will continue to get, significant push-back on the blueprint portion that focuses on a train up the LCC. We strongly feel that there has not been enough consideration given to alternate methods and means of transportation up the canyon. As a result, the possibility of causing irreparable damage to the ecology, historic site(s), and living environment of the lower LCC canyon is not specifically included in the blueprint. In addition, the MA corridor "purposed criteria" seems to be written to support their initial goal of an expensive train and insure that less costly options are eliminated from consideration.</p>		
<p>During the system group meetings, members of the environmental group requested, multiple times, joint meetings between the various groups to compare notes and possibly come up with jointly a accepted range of transportation alternatives. This did not happen for whatever reason(s).</p>		
<p>I suggest that the system groups be re-convened to accomplish this task. In addition, it may be valuable to entertain the thought of including representatives from outside (public) groups. The objective would not be to disqualify the concept of a train/rail transportation but to formulate a minimum impact alternative that would be used as the lower limit of transportation studied during the EIS process. The criteria should read that we want less pollution in the canyon balanced by the smallest footprint possible.</p>		
<p>The objective would also be to look at transportation hubs where travel up the canyon(s) could be centralized and possibly be a point where patrons can park and/or transfer to other means of transport up the canyon. In addition a sensible "Flex" alternative could be developed to handle the traffic during peak and non-peak days.</p>		
<p>Your Executive Summary of the existing conditions of the "transportation system" (e.g. roads) simply acknowledges that mountain roads are snowy and thus "unreliable". That's what mountains are in nature. Stating that factors contribute to this "unreliability" is stating the obvious. Comparing the reliability of winding, steep roads to the freeway system is unrealistic and laughable to anyone who has actually had to get out of their car to put chains on their tires. Perhaps people should realize what they are getting into as they pass a large electric sign stating "4x4 or chains required".</p> <p>The requirement of four wheel drive or tire chains will not be avoided, even with avalanche guards on the road. Neither will the inclement weather bend to the will of the most plowed and cleared road. As the freeway system is dangerous enough before 7am and after 10pm; expecting anything better from a two-lane mountain road is ridiculous and unrealistic.</p> <p>Putting Big, Little and Parley's canyons into the same grouping is equally ridiculous; they are have entirely different capacities and are expected to perform differently. You state in your summary that "Avalanches in the Cottonwood Canyons pose a serious threat to safety." This threat to safety extends to people outside the roadway to any backcountry skier as well. Simply calling an avalanche phone line, making one phone call, can alleviate this problem for anyone who wants to be informed and plan properly. The rest of the problem is workers trying to avoid being fired by the "Dick".</p> <p>Your summary of transportation trends is nothing more than a framework to justify development of public lands for private interest. Fix the potholes first then we'll talk about the concerns of the aristocracy. You acknowledge the agendas of USA, UDOT, the Wasatch Front Regional Council and the Mountainland Association of Governments are to develop pristine wilderness towards transportation objectives. The interests of the public are to have a place to go to escape traffic and enjoy the wilderness. These interests are pandered with a land swap and proposed trail network. Thanks for benign effort but I'll keep the trails as they are thank you.</p>	LCC (Wasatch Resort)	3/14/2015
<p>3.3 Roadway Network: Acknowledging that two lanes lead to more congestion than five lanes is very astute. Your graphic on page 11 of the "situation report" seems to indicate congestion around two lane roads but none at the mouth of Parley's where there is a 5 lane road. The graphs you provide showing traffic per hour is drawn to a conclusion "indicating a greater focus on recreational trips than typical work or household trips"; this does not exclude worker-related transit and is nothing more than a subjective explanation. Actually, a significant amount of traffic seems centered around a 9 to 5 workday.</p>		
<p>3.5 Mobility and Reliability: Mother nature causes problems so let's build a wider road to shut down for the same reasons. You show a very nice picture of a great stretch of wasatch boulevard citing "congestion" but neglects to indicate if a road closure has occurred or at what time the photograph was taken. As a resident that travels this stretch of road regularly, something like this could only happen during a canyon closure. I know plenty of that commute this road every weekday and what you have photographed is misrepresented as congestion when in fact it is closure-related. You state that this impacts emergency vehicle access but you couldn't get a police officer into Little Cottonwood Canyon within twenty minutes for a gunshot on a clear day. You could easily add more signage to inform people of the closure. I live in the canyon mentioned and what you have photographed only happens once a year, at the most, if ever. Any sane person would do something else for an hour. After all, it should be acknowledged that "avalanches will continue to be a challenge".</p>		
<p>Sincerely disregarded,</p>		

<p>I'm a big transit fan and actually worked for RTD in Denver in the 1970s as we developed the land use plan for DRCOG and the CBD mall (downtown). The expansion of UTA has been welcome in SLC. Our family are skiers and we have a house in Wasatch Resort, so we're keenly interested in this Mtn Accord - hoping there will be "accord" and not just "solutions" (that benefit resort-owners and developers) forced on those that don't have the money or power. My first concern is the massive impact both economically and environmentally from a train up the canyon. The millions it would cost to construct train access seem excessive when compared to far less costly measures like requiring Snowbird and Alta employees to use transit (rather than the current single-occupant vehicles) to get to work throughout ski season. Its my understanding that more than 2000 employees access the resort daily up and down the road. Traffic counts suggest - even when projected for the next decade or two - that we could solve major traffic jams by getting their <del>transit out of the canyon</del></p>	<p>Little Cottonwood Canyon</p>	<p>2/25/2015</p>
<p>As an annual ski visitor to both the Park City and Alta/Snowbird area, I fully support the One Wasatch concept. The more that you can ski from area to area, the less time spent in a car driving from area to area. Especially in the Big and Little Sycamore Canyons, which can close after a heavy snowfall. And while I have used the bus services within Park City and To/From Alta/Snowbird, the One Wasatch concept would also not require an expansion of the system.</p>	<p>Malibu, CA</p>	<p>3/16/2015</p>
<p>It is nice to see so many different groups come together. My concerns: I worry about access to climbing and hiking in Lower CCC if a train is put in. There are many other user groups aside from skiers-we cannot sacrifice access to public land for ski resorts alone. We have a trail Use it better. I would support a fee for cars to travel improved bus access, etc. but I do not support a train. I do not support the ski resort expansion of Brighton and Solitude. Those areas are frequented by backcountry users-allowing the resorts to expand into them would take away the access to public land. Unless those areas had guaranteed uphill travel policies. Overall, I am happy that this process has started. I think much of the focus is on skiers. Please consider all user groups.</p>	<p>Midvale</p>	<p>2/25/2015</p>
<p>I would support a fee for vehicle plan. It would limit drivers and car traffic and encourage carpooling and generate revenue that could be used for canyon maintenance. Transit development-improve buses. Install lockers for transit riders at ski resorts. Increase number of buses stops so backcountry users can also use the bus. Increase parking-have a summer bus system. Recreation-no ski resort expansion. I'm okay with ski resorts receiving some of the already-developed land as private-but please no development beyond what is already used.</p>	<p>Midvale</p>	<p>2/25/2015</p>
<p>To the combined study teams of the Mountain Accord Process: I have been to a few meetings, read many pages online, and spent considerable thought into the proceedings and possible outcomes. First, thanks for the efforts of those who have been on the forefront. Thanks for the question and answer sessions and the correlation and tabulation and publishing of results thus far. My present attitude is similar to how I felt shortly after the process began. It appears that the process for all its good intents has been more than slightly slanted in the direction of money and ski resorts. Preservation of natural areas has slipped to a lower priority and appears to be hostage to a Little Cottonwood rail line and a couple of large tunnels that would primarily serve the resorts. I like the land exchange proposal only if it can be done without the rail and tunnel stuff. On transportation, I favor the SOC recommendation of shuttle buses and fewer cars in the canyons in winter. Even without the Little Cot train, we need expanded base of the canyons parking and more in-canyon parking, especially in the summer. Such expansions should be pursued as the study process proceeds; no need to wait for the final proposal or ESA. Maybe the Parleys rail has merit but it would also be invasive and mostly serve the wealthy. Maybe it's time to permanently toss the Little Cot train and interconnect proposals which would be enormously expensive and invasive and primarily serve the ski industry. Maybe it's time to ban or discourage private cars in the canyons (except for canyon residents) during the Thanksgiving to Valentine's or Patrick's Day period. By so doing, the buses would be less likely to get in traffic jams. What would the back country people do? They could ride the bus too if it stopped where they wanted to get off and on. To me, Park City area was sort of a world apart except for the recurring mention of interconnect. Then recently a couple of rather heavy-handed aliens got hold of their resorts. They seem to be in favor of the One Wasatch idea which to a casual hiker sort of seems like another bolt in the coffin of naturalness and preservation. All of the local resorts have a good thing going economy wise. What we need is snow on the mountains and off the roads. I don't see the need or desirability of pushing a biggest resort idea. Enough writing for now, though the details are extensive.</p>	<p>Midvale</p>	
<p>Hi Folks, I like what I see in the Mountain Accord, however I still believe strongly that you are leaving out a MAJOR piece of the puzzle by ignoring/marginalizing the Heber Valley. It could easily be a boost to help alleviate pressure, or a thorn in the side when all of your planning pushes unprincipled growth into that area. Years ago the city of Midway looked into putting in a lift to Brighton. While it didn't pass then, it might be a fascinating idea now--and it would create a connection for resorts and businesses in the European style without having to force big changes in building patterns. The Heber Valley is in need of public transportation: to/from Park City, to/from Sundance. Also, a kind of Tour de Mont Blanc could be established around this region of the Wasatch (the Cottonwood Canyons, Park City, Midway, etc.) that could enhance use of the area without over-taxing the infrastructure. So, while I like what I see from the Mountain Accord planning, I firmly believe it needs to be extended to the Heber Valley--especially Midway. I suggested this early on, but never saw/heard any response from the organization. I feel the same way now. Even stronger, for that matter, now that I look at the great planning/vision you have for this part of the Wasatch. Good luck! skier, hiker, mountain-biker, Midway resident</p>	<p>Midway</p>	<p>3/15/2015</p>
<p>Do we really need to expand our ski areas? We have wonderful ski areas now with plenty of terrain. We don't need the whole world here! What's wrong with our ski resorts now? The point here is that specific businesses would make money from this not the rest of us. How about if we focus on preservation and keep our mountains pristine and environmentally benefit. Tunnels and trains make me feel crazy. I'm not sure we really need to connect all these resorts. How much time in the day does a recreationist have to recreate? We don't have time to be taking trains and tunnels from different canyons to other canyons. Let's focus on buses instead. If we have to focus on transportation. There is a lot of environmental destruction just to build trains/tracks and tunnels</p>	<p>Millcreek</p>	<p>2/25/2015</p>
<p>I support the land swaps as proposed</p>	<p>Millcreek</p>	<p>2/25/2015</p>
<p>No part of Mineral Basin should be sold off to Snowbird. Who pays for mass transit upgrades? What modes of mass transit are being considered most seriously? What are the preliminary designs for mass transit upgrades? I would not support a publicly funded mass transit system that is focused on supporting the private interests of the resort style ski industry. A tunnel from Alta to Brighton to PC is not an unreasonable project, but I want to see how it would be designed and how it would be financed.</p>	<p>Millcreek</p>	<p>2/25/2015</p>
<p>I don't think mass transit up Millcreek makes a lot of sense. If a tunnel from Alta to Brighton to PC is proposed, I think transportation should be focused there with little or no mass-transit upgrades in BCC. I would support a train up Parleys to PC.</p>	<p>Millcreek</p>	<p>2/25/2015</p>
<p>Having ski the Utah mountains for the last 15 years but living elsewhere(Mississippi), it seems to me a good idea to connect all the resorts. All areas are unique and an all-connect would give the skier the opportunity to experience them all. I also like the idea of expanded bus service with the buses running on natural gas(non polluting). The train idea wouldn't be good for the environment and be very expensive. Good luck with your initiative.</p>	<p>Mississippi</p>	<p>3/13/2015</p>
<p>I AGREE with the MOUNTAIN ACCORD initiative and the ONEWASATCH concept. More specifically: 1. I AGREE with the proposed resort connectivity initiative. 2. I AGREE with enhanced public transportation, including resort connectivity, improved bus, and implementation of rail services. THANK YOU.</p>	<p>Montreal, Canada</p>	<p>3/13/2015</p>
<p>Please be careful that you do not ruin something very unique in the skiing world! The creation of a European style ski circus would, at a stroke, remove Altas unique charm. JA Grant</p>	<p>Montrose, Scotland</p>	<p>2/23/2015</p>
<p>Having been to Utah skiing several times (8) from Northern New York, I have experienced generally excellent ski and travel days. BUT in case we have lousy travel days (and travel by our rental cars is not wise), I have not found a great deal of information on where to get a bus to the various ski areas and the availability of adequate and reasonably priced ski lockers once we get there for the day. This would make me feel more assured that I would not have to sit back at my hotel for the day after investing in air flight to get to Salt Lake City. I prefer to stay in the city rather at the more expensive resorts in the mountains. It's also warmer in the city.</p>	<p>New York</p>	<p>2/26/2015</p>
<p><del>What's the coffee point for more Colorado, where most of the Indians is a colder and higher elevation. Thank you for skiing for everyone. :-)</del> Hi, if done right (with conservation in mind) connecting the ski areas could be a great enjoyment for skiers. In Cortina Italy you can do the "Sel a Rondo" skiing many miles, skiing from one area to the next...then bus back to where you started. As I recall we had a special ticket for this! Could be the "Wasatch Mts Ticket".</p>	<p>Newbury, NH</p>	<p>3/14/2015</p>
<p>To whom it may concern, I have lived in Utah my entire life and have recreated in the American Fork Canyon area many times. It has some fantastic offroading areas that are used all throughout the summer months by many recreationists. It is my understanding that snowbird ski resort is looking to take over the Mary Ellen Gulch area. Personally I am opposed to this as it will stop summer time recreation in the area. I take my Jeep up there and my UTV during the summer months. The area is beautiful and a great escape from civilization. I hope that any attempts to stop the recreational use of that area as I have stated will be stopped. To many areas have been closed to public use across this great state as it is. thanks</p>	<p>Newton, UT</p>	<p>3/4/2015</p>
<p>In the past 18 years or so I have skied in Utah for at least 10 of those years because it is easy for me to get there and the convenience from the airport. It was also more cost effective when my daughter was little (now 25) as kids skied free. Then I've been to other places in between (Taos X2, Snowmass, Vail, Breckenridge, Winter Park, Telluride, Keystone, etc.). Last year I stayed at Park City and skied Park City, Deer Valley and The Canyons. This year I'm staying in the Valley and skiing Alta, Snowbird, Brighton and Solitude (which I know the best). This would be great to be able to stay any one of the 7 and be able to ski all 7 without having to drive back down through SLC. Also one big combined lift ticket. Last year I had to buy 2 days at DV, 2 days at Canyons, 2 days at PC...the most expensive way to go. This year I did find a multi day pass for the other 4 when I looked some months ago and now I can't seem to find that anymore (and will be there in 2 weeks), so now I'm forced to pay more for individual lift tickets...not the best way to go. So looking forward to your joining all. :-)</p>	<p>Norcross, GA</p>	<p>2/26/2015</p>
<p>What do you think about resort connectivity? • If it would help lower lift ticket prices for local skiers, I'd be in favor. If it will add debt burden that causes lift ticket prices to rise, I am not in favor of it. Each resort that I have visited has had enough terrain to keep me having fun for a full day. • While riding up the Mineral Basin Express lift I met a man from out of town who has a timeshare near Snowbird they use to vacation as a family. I was surprised to learn that he had not skied at any of the resorts other than Snowbird (except maybe Alta, but I think he hadn't even been there). He's able to travel to his timeshare without renting a car, and so going to another resort would require him to spend a lot of extra time and money (to rent a car) to get to the other resorts in Utah. I think he would appreciate the additional variety of terrain available if the resorts were connected and made more accessible without using a personal vehicle. • I believe multi-resort passes should be priced competitively with single-resort prices if the connectivity plans are implemented. Travel of any type (mountain rail, public buses, lifts/cat-tracks) would effectively cut into the ski day, so for me at least, I stick to skiing at one resort at a time if the price of the multi-resort pass were more than trivially higher. Would you like to see improved, year-round public transportation? • I would likely not use it. I come from a distance when I ski at the resorts above SLC, so I would still tend to drive a little further to one of the resort parking lots. I suppose if the public transportation options were good enough (i.e., included in the price of my pass, enabled me to start skiing earlier, or to extend the ski day by doing a long descent to a parking area far below the resort) it may be something I would use. Improved bus services? • I don't think I would use bus service even if it were improved. I have assumed this is not talking about shuttle bus service, such as they have at Snowbird, but rather to travel from SLC (and the cities reachable on FrontRunner) to the resorts. Mountain rail? • I would not pay to use it, except maybe once or twice as a sightseeing experience. I believe some attraction other than travel to ski resorts would be needed to entice enough riders to justify the cost of a mountain train. When I visited Switzerland about 15 years ago, I rode the Jungfrau Railway to the top of a mountain there, but I would not have done so if there wasn't something interesting to see. They had an "Ice Palace" with many ice sculptures in a visitors center at the top. I remember sending an e-mail from "The Top of Europe" to my family from one exhibit there, watching a movie about the construction of the railway, and viewing tools and other mountain railway artifacts that were on display.</p>	<p>North Logan, UT</p>	<p>3/13/2015</p>
<p>Dear Mountain Accord, I'd like to see Guardsman Pass maintained throughout Winter, or a tunnel made from PC to LCC and LCC / BCC connected at the end of their roads with another tunnel. I believe that there should be car access instead of Aerial access (tram, lift) from one resort to another as taking aerial will take 2-3x longer, and it is inconvenient to have to come back the same way to pick up a shuttle or vehicle before coming home. I also think that a central Utah ski pass for all resorts, snowboarding access at Alta, and beautification efforts be high priority for the coming ski year. Sometime in the future, I'd also like to see terrain opened up in American Fork Canyon behind both Alta and adjacent to Brighton Ski reports in a way that visitors can start in American Fork Canyon and traverse via ski / snowboard to LCC and back. Not only would the opening of this public land be beneficial to the ski/snowboard population in LCC and reduce congestion in the existing canyons, but it would certainly open the Wasatch up to a bit more development and investment to grow our economy. Thank you</p>	<p>Orem</p>	<p>3/13/2015</p>
<p>Improve public transportation to remove the private vehicular traffic on the canyon roads. This would be a tradeoff to alleviate the increased influx of users in the future.</p>	<p>Oshawa, ON</p>	<p>3/1/2015</p>

I would like to see a train run from SLC airport to Kimball Junction. From there users could connect to a proposed PC/Summit County light rail. The projected growth in this area suggests the need for the train is inevitable and is necessary to control traffic on I-80, provide long term protection of the environment, and maintain safety. It would be much better to make the investment in time and resources now while it is still manageable to do construction on I-80. Waiting until it is too late will balloon expenses and make traffic due to construction unthinkable. Denver has been talking about a train to the mountains for decades. I'm afraid for them, it is just too late. We shouldn't make the same mistake.	Park City	2/4/2015
Though ambitious, this process is missing the boat in some areas- especially transportation. Park City has worked for over 40 years to build its image as a world class winter and summer resort community. Unlike the other canyons in this study area, our location, accessibility and community profile is very different. Our first priority as a community is to cater to the locals, 2nd home owners and destination visitors. If we become a transportation hub for the Wasatch front and big and little Cottonwood canyons, we will compromise our best asset. We cannot overcrowd or devalue the recreational experience nor should we desecrate the mountains by tunnels and trains. Eroding the asset is a bad idea. People will quit coming. Quiet, efficient, environmentally responsible and fiscally sound transportation alternatives are possible. Do not get carried away with pie in the sky stuff. Cover what we have and be very careful how you treat its future. No trains. No tunnels. No aerial trams connecting the canyons. Stay within.	Park City	2/23/2015
1. Question growth. It does not have to be endless and uncontrolled. Greed vs growth. Regulate it. 2. Question Cars. Park and ride bus and then other ideas. No more free parking at resorts or Main Street. 25\$ minimum. Use money for transportation. 3. Forget trains. Too expensive. Think monorails. Funicular. Trails. Gondolas. Drones. Think 3d. Go up. Out. Around. 4. Use existing stuff. Pave and plow Gaurdsms. 30 mph. Use existing tunnels. 5. Use bikes. Walk. Develop mass transit hub mindset. 6. Think exponentially for exponential growth and exponential change. Nothing is linear. 7. Consider climate. It will change. Consider natural vegetation. It will change. 8. Consider unintended consequences and problems and solutions unimagined. Think like Steve Jobs. 9. Do not let merchants and chamber of commerce drive process. Less is more. 10. Consider the people who live here and built this place. We have rights too. Do not kill the golden goose.	Park City	2/24/2015
Dear Mountain Accord, I live in Silver Summit just outside of Park City, and I try to use the free bus system in the basin as much as I can. But the times I use it the most is when it is inconvenient to take my car into town, like during Sundance or skiing at PCMR, which now has limited parking. These are to examples using a "carrot and stick" approach to getting people to use mass transit. A free bus system is the carrot, and limited parking is the stick. Here are some other suggestions to improve use of public transportation, using a combination of incentives and disincentives to using your car around Park City: 1) Make most of the popular parking lots paid parking (ski areas, China Bridge, hotels, etc.). I'm pretty sure we will be seeing paid parking at PCMR soon, now Vail's in town. However, the private sector should be forced to use most of the funding collected in parking lots go to subsidize the cost of transit. This will make it easier to keep the transit system free. 2) Give a discount at your event (skiing, lift served biking, Sundance, Arts Festival, dinner, etc.), if you can prove you used public transit to get to your event. 3) Give a discount at your hotel if you did not rent a car. 4) Add more buses at peak skier/visitor transit times. For the Pink bus during skier out-load, this can occur between 2:30 to 4:00pm. It is a negative when get on a bus with your ski gear and there is nowhere to sit. The basin Pink bus has very high ridership during Sundance and there have been a few times when I could not get on the bus. 5) Give a free ski ticket to someone stepping of the bus at the ski area. 6) Give a \$50 gift card to someone stepping of the bus at the Main Street Transit Center paid for by the Main Street Business Alliance. 7) Sell parking privilege cards to all residents/visitors. If you don't have a parking privilege card, you must park in satellite park lots with bus service similar to the ones setup for the Olympics. Thank you for putting on an informative event tonight. As you can tell, Park City residents are involved and informed.  Chris/Andy, keep fighting for us. You know the 800 pound gorilla lives in the SLC valley, and they are sure to throw their weight around on this topic.	Park City	2/24/2015
I think resort connectivity is great. I would like to see high speed rail from the airport to Park City (Kimball Junction) with some overnight parking. From Kimball Junction use the existing bus routes to get people to the resorts/downtown. Some type of express bus service at peak seasons/times would be awesome so visitors are not inconvenienced and have an incentive to use the rail/bus instead of renting cars at the airport. Buses should be waiting for visitors at Kimball Junction when a train arrives. I'm not sure I want to see the rail service all the way to the PC resorts or downtown. ☹️	Park City	2/26/2015
Any improvements to year round transportation would be welcome. Not only for locals but for all the tourists coming to the Utah mountains both winter and summer. More and more tourists (Lower 48 and international) will be coming to Utah due to the Vail Resorts and the "Epic Pass" influence. Express buses, and light rail direct from the airport to the ski resorts should have a major impact on the number of cars making the trek to the resorts, thus lessening the traffic and the carbon footprint of said cars.  One Wasatch is also a great idea. Ski tourists would be able to ski the many Wasatch Ski resorts without having to drive from one to the other. Opponents say people wouldn't ski from Park City and take a lift to Brighton and then on to Alta/Snowbird. I say they would. Think of the possibilities. Ski and stay 2 days in Park City, then take a lift to Brighton/Solitude and ski/stay there for two days and then take a lift and ski/stay two days in Alta/Snowbird. How awesome is that.  The naysayers continue to hawk the watershed, environmental impact, sight lines, wildlife impact, etc. This is shortsighted. Moose and deer frequent my backyard in Park City on a regular basis undeterred by the human presence, as do Red Tail Hawks and Brown Eagles. The One Wasatch will happen and why not. It makes more sense than increasing the motor traffic up and down the canyons year round.	Park City	2/26/2015
Comment: I'm voting YES on connecting all the resorts. I'm skier with 32 days in so far this year - all in Utah. Yes in favor of One Wasatch. Yes in favor of rails and tunnels and expanded bus service I have skied Utah since 1984, I have a home in Park City, Utah and a condo in Snowbird (and PAU/UTAH TAXES on both). I currently have Epic pass and Snowbird ski season passes and I ride the Wasatch trail at the top several times each summer on my mountain bike. I feel that all of these expansions would have positive affect on the environment by cutting traffic and pollution. They would also increase tourism and boost the local economies. None of us would be debating this question if not for expansions in the past which lead to building these resorts. I also would consider volunteering time from my 23 attorney firm to fight any possible legal challenges.	Park City	2/26/2015
What are you waiting for!!!! Do it and do it now!	Park City	2/26/2015
Dear MountainAccord,  As a part time Park City resident, avid skier, hiker, biker and traveller I see many potential benefits to both the proposals by Mountain Accord and one Wasatch. However, should one prohibit the other, then I would say both plans are sadly misguided.  The Wasatch Mountains are a wonderful natural resource that have the ability to drive tourism and delight their users and if manager correctly minimize the impact to the surrounding communities.  To achieve these goals, I think we need both a better transportation system, reducing the volume of cars up and down the canyons; I believe this should be in the form of a train connected to both SLC and the airport. In addition, we need a mechanism to connect all of the resorts over the top via a series of lifts. The layout of the resorts makes connecting them practical and economic.  These solution cannot be and should not be mutually exclusive. Having skied in Europe for over 30 years, I can give you countless examples of where a transportation system and lift system have been implemented reducing car volume and improving the overall skiing/hiking/biking experience. ☺️	Park City	2/26/2015
I am all for anything that expands the access to more resorts, especially in little and big cottonwood, and also access to more backcountry.	Park City	2/26/2015
Hello,  I've had an opportunity to read through the Mountain Accord blueprint. As a resident of Park City, and a very strong supporter of One Wasatch, I couldn't be any unhappier with your proposal. I see tremendous recreational and economic benefit from the One Wasatch proposal and don't want a Mountain Accord blueprint to derail the vision.  Furthermore, the alternative Mountain Accord proposes to One Wasatch seems misguided at best and delusional at worst. A proposed light rail, tunnel or shuttle transit instead of a few chair lifts? A tunnel, really? These alternatives are more expensive, impractical and less feasible solutions. Who is going to willingly pay for these? Why on Earth would your blueprint suggest this is a marketable alternative that realistically has a chance to attract tourists? It is dishonest to suggest tourists would prefer to jump on a bus instead of skiing between the Wasatch front and Park City.	Park City	2/26/2015
My wife and I have been skiing all over the world. We currently own a condo in Park City because we enjoy being there so much and it is one of our favorite places to ski. We have seen firsthand how many European skiers travel to Utah for the conditions. Connecting the resorts would only increase that number. It would also increase the numbers of desirable tourists you seek. By providing a European experience of massive terrain, with the conditions that exist there ...WOW.  It is also important that people understand that they can get a drink at the end of the day, and it needs to be easy to do so. I still constantly hear from people that they would not consider Utah because they want to be able to get a beer and do not think they can. These are not drunken slobs but mature easy going adults I am referring to.  I am an aging baby who would love to ski a One Wasatch before I am too old to enjoy it  Happy Turns ☺️	Park City	3/1/2015
Hello, I have lived in Utah since 1978 in park city and slc I have skied all over the Wasatch ,backcountry and lifts I skied 9900 before there was a chair lift there and all I can say is I wish the chair went all the way to the top. I am so bummed the new iron mtm chair at the canyons stopped short of the ridge it ruined that mt. It could have been some of the best skiing in the Wasatch.  I think the one Wasatch proposal could open up some fantastic terrain and relay put Utah on the map it would be awesome. Like I said I've skied all over the Wasatch from North Bowl behind the canyons to Cardiac Bowl, Monty Cristo to the phiperhorn in little cotton wood to Box Elder there is so much terrain in the Wasatch so much backcountry that I didn't mention. That putting in the three lifts or connecting the three resorts would not put a dent in the backcountry still available. Opening up would only help and adding transportation tunnels or trains whatever would only be more be awesome. Maybe you could ask the forest services to allow some huts in the Wasatch to allow the backcountry skiers more accessibility or a place to spend the night if there close proximity stuff is not as available as it was. But there is so much terrain, I don't know what there complaining about. PLEASE CONNECT THE RESORTS. Its been far to long. Save our canyons from our canyons.	Park City	3/1/2015
We strongly endorse Mountain Accord's proposal to address environmental, transportation, recreational and other concerns with a plan to integrate the Salt Lake Valley and Wasatch resources. Given the success of these integrations in Europe, we would endorse a train extended from the current proposal to return from Park City to Salt Lake City. It would serve all of the purposes outlined by Mountain Accord plus relieve traffic throughout the day and evening of people driving up and down Parley's Canyon.  This is a visionary proposal that you are creating, and we strongly support it.	Park City	3/2/2015

<p>Hi all,</p> <p>Thank you again for all of your time and in particular, last week during the public information sessions. I had an editorial in the Park Record (that the paper also agreed with) that can be seen here for my take: <a href="http://www.parkrecord.com/opinion/cj_27612729/letters-editor-february-28-march-3-2014">http://www.parkrecord.com/opinion/cj_27612729/letters-editor-february-28-march-3-2014</a></p> <p>I have now thought long and hard about the process, read some of the editorials and other discussion, and have come to a conclusion.</p> <p>The biggest single reason that there is so much push-back, and it might even potentially stop the Mountain Accord process from happening all together, is because of the proposed transit line between Park City and the Cottonwoods. While I personally think it's a great idea to connect the two I have two suggestions:</p> <p>1) Eliminate this section all together. I had to leave early so I never heard if there was a specific reason for this transit line (I'll read in greater depth on the website to see if there is a "why" for this line specifically addressed). It seems that all parties who are concerned; the affiliation of Mountain Accord with things like One Wasatch; pushback from residents of the Cottonwoods; the assumption that this benefits resorts more than community -- all come from this one proposed transit line.</p> <p>2) Or, if it needs to be added, make the line dotted and call it "possible phase three" and basically look at it as something you may consider or roll. Somehow make it more palatable.</p> <p>It's a bummer because it really stops and alienates what otherwise looks like very interesting planning. This one line pretty much unseals mountain accord. It also makes it very tough to digest what mountain accord actually is.</p> <p>Thank you.</p>	Park City	3/2/2015
<p>I would like to enter my comments regarding the Mountain Accord. Before I begin I must explain my situation. As someone that lives in Park City but travels to LCC multiple times a week during the winter and multiple times a month during the summer I am very involved in carpooling when possible. Also as someone that has lived in Utah since 1972 the expansion and development has been phenomenal. But in saying this and after attending both the meeting at the library in SLCC, and the meeting at the Eccles in PC...there was a very clear distinction between the issues on the front of the Wasatch vs. the back. What I did here loud and clear was that NO ONE in either audience had any desire to not preserve our beautiful mountains. No one wanted a road connecting Park City to BCC or LCC, and no one wanted an overlaid lift. Everyone wanted the mountains preserved for a quiet backcountry experience, to protect our watershed, to protect American Fork peaks, White Pine and to have affordable access to these areas.</p> <p>Some points I believe in:</p> <ul style="list-style-type: none"> <li>*The LCC issue must be resolved NOW. We must install sheds in high avalanche areas and make the canyon one way going up in the morning for 2 hours and down(in the evening) for 2 hours during peak holiday times. Having people going to 9400 S. in the left lane would help the process at the bottom of the canyon, along with police. Tourists may have to move to downtown hotels or airport hotels to make their flights the next day, or when arriving.</li> <li>* The ski areas and cities should give a bonus or 5 back to tourists that do not rent cars and use public transportation.</li> <li>* The light rail from the airport must run, along with buses until 2-3 hours after the last flight arrives in Salt Lake City. How can we reduce car traffic if this isn't possible?</li> </ul> <p>A modern Cog is the only desirable transportation up LCC. Its fast and reliable. Buses are dirty, slow and noisy.</p> <p>Parking must be close and convenient. There are many times there is no parking at 3900 S., at 6200 S. and at BCC and LCC parking lots when I go there(especially during the work week). If we have a train there must be express and non express routes. If there is a necessity to take a public form of transportation then lockers, lots of them, at the areas must be free. There also must be many of them so you do not have to pay to store anything. If lands remain in private hands we must institute strict environmental policies so that every 15-30 years we are not re-doing and re-developing any area.</p> <p>Protection of the BCC/PC/LCC ridge line is a must. There must be protection of the PC ridge line or developers will grab it and ruin it. Absolutely no development should be done in Grizzly Gulch. Absolutely no aerial connections or above ground lifts outside the canyon walls. If we must connect BCC and LCC it must be in an underground and quiet, not disturbing fashion.</p> <p>There should be no further ski area expansion allowed. Why is ski area expansion even related to protection of our natural resource??? Any building and development must be within their current boundaries with restrictions on removal of timber that is not dead already. A restriction must be placed on Snowbird regarding their one piece of land in White Pine (no helicopters, roads, traverses etc.)</p> <p>What I am most interested in is the creation of a National Monument/Wilderness Area that encompasses all the rest of the Wasatch so that no further development can be done.</p> <p><b>DO NOT LET ECONOMICS, DEVELOPMENT AND MONEY BE THE DRIVING FORCE BEHIND ANY PLAN. THE DRIVING FORCE MUST BE PROTECTION OF OUR BEAUTIFUL MOUNTAINS, OUR WATERSHED, OUR BACK COUNTRY TERRAIN, AND AFFORDABLE ACCESS FOR ALL.</b></p> <p>So, as the Mountain Accord Blueprint as written now, I absolutely cannot support it.</p>	Park City	3/4/2015
<p>I am a retired Professor of Biochemistry and live year round in Park City, Utah. I moved here solely because of the environment of the Wasatch Mountains and their almost endless recreational possibilities. I downhill ski, I cross-country ski, I hike, I fly-fish and I also enjoy the arts, theater and music of both Salt Lake City and Park City.</p> <p>I have read the proposed blueprint produced by the Accord and would offer the following comments:</p> <p>Environment. In my opinion the protection of the Central Wasatch should be the primary objective of the Accord Blueprint. The preservation of clean and plentiful water should be non-negotiable.</p> <p>Economy. Under no circumstances should economic development be allowed to degrade the mountain environment. Resort skiing is already part of the tourist economy and is crucial to the financial viability of our state. However this does not mean that resort skiing should be permitted to expand to the detriment of the other uses of the backcountry (back country skiing, hiking, fishing etc). Limited numbers of ski trails linking resorts should be considered but surface ski lifts between resorts should be managed very carefully to avoid environmental degradation. Light rail linkages should be preferred.</p> <p>Recreation. Everyone has the right to enjoy public lands. Not everyone is able to hike into the depths of the Wasatch to enjoy their beauty but some degree of access needs to be provided to those with handicaps or who may be limited by their age or illnesses. It is important that graded access to the mountains be provided to those who are young or inexperienced so that they can also develop a life-long love of the outdoors and a healthy lifestyle. There needs to be a balance. By way of example roads such as the Alpine Loop and Mirror Lake Highway provide ready access to the mountains, spectacular views and some easy trails. The Guardsman's Pass road also provides some spectacular scenery and trails such as the one to Blood's Lake are popular introductions. Perhaps Mountain Accord could facilitate the development and cataloging of a green, blue, black hiking trail system. Easy trails close to existing roadways would allow first timers a glimpse of the back country without degrading the experience for those who seek the challenge and rewards of a true back country experience. What would the experience of climbing Timpanogos be if there was an aerial tramway to the top? What would the first view of Lake Blanche be like if it was over-crowded? Mountain biking needs to be controlled as the excessive use of bikes on trails degrades the trail system and is hazardous to other users. Having said that mountain bikers do make a contribution to the economy and have a right to enjoy their sport. I have no objection to seeing mountain bikers on the Wasatch Crest Trail but it is pleasant to enjoy the hike up from Big Cottonwood without them.</p> <p>Transportation. This is the difficult one. We all need a means to get us from where we live to where we want to recreate. This almost inevitably involves the use of cars (or multiple cars for one way hikes), with a need for asphalt for parking and the concomitant generation of air borne pollution. For Park City we have to have a means to get thousands of guests a week from Salt Lake airport to town. Local businesses make large amounts of money for shuttle rides and have a vested interest in maintaining the status quo. National car rental companies want people to drive (although I imagine that there are more riders per vehicle in rental cars than there are in that of the average local on a trip to the Valley. Buses are not the answer. No one paying thousands of dollars for a ski vacation is going to ride a bus from the airport). The rail link is the only viable option but not in the way it is currently envisioned. There needs to be a loop from Sandy, up Little Cottonwood Canyon through Snowbird and Alta to Brighton and Solitude and then on to Park City as envisioned using tunnels to avoid the visual impact of surface ski runs. This would provide access to the population of the southern parts of the Salt Lake Valley and reduce the traffic in the Cottonwood Canyons (banning private vehicles if necessary). It would also allow easy access to trailheads even for one way hikers and skiers. Park City officials seem to be concerned that this would make Park City into a destination for 'day skiers from Sandy'. I am not convinced how many of these skiers would bypass, Snowbird, Alta, Solitude and Brighton so they could ski at Deer Valley or PC/MR/Canyons.</p>	Park City	3/4/2015
<p>We strongly object to the proposed Mountain Accord. We believe the environmental and financial burdens do not justify the minimal usage we think will occur during most of the year.</p>	Park City	3/5/2015
<p>I am opposed to the proposed alternative of connecting the Cottonwood Canyons with the Park City area via tunnels and roadways. A compelling need has not been proven that would justify the impacts associated with this alternative. I have not seen a cost/benefit analysis that could be considered credible.</p> <p>In addition to the unproven need and justification, any such connection runs counter to many of the stated corridor purposes. It is not certain, and in fact doubtful, water quality will be protected and the competitiveness of any such transit service is far from proven when considering a return on investment. New evacuation options from the Cottonwood Canyons are a low priority in contrast to the negative impacts and huge, unidentified cost. Parking impacts are more likely to be relocated than reduced and the notion that sprawl will be controlled is strictly rhetoric for the purpose of the reports. Access for pedestrians and bicyclists can, and should, be pursued completely independent of any mass transit plan. The pedestrian and bicycle improvements do not require the mass transit plan to be viable or accretive and would be greatly enhanced by its elimination. And finally, the notion of protecting and enhancing community character as a result of such an invasive alternative is strongly counter intuitive.</p> <p>It is inconceivable a transportation system can be developed for the Cottonwood Canyon/Park City connection that can move a meaningful number of people in a timely fashion at a cost that makes any sense. Furthermore, the location and source of demand for access from the Wasatch Front to Park City is not at the mouth of the Cottonwood Canyons. Redirecting the extraordinary funds required to develop this alternative from more logical and practical solutions and other pressing transportation issues in the State is irresponsible.</p> <p>The bulk of the demand for transit between the Wasatch Front and Park City is, and will continue to be, via the I-80 corridor. In the early 1990's transportation planners in Colorado to the Governor's Blue Ribbon Transportation Committee, stressed that the State could not "pave its way out of the I-70 problem" connecting Denver and the ski areas. In spite of that prophetic warning the State of Colorado never focused on mass transit in the I-70 corridor and today suffers from a transportation problem that negatively impacts access to the mountains, interstate commerce, safety and the environment. Ironically, Utah has benefitted from that problem as destination skiers recognize the ease of access to the Utah areas as a compelling advantage. There is a lesson to be learned here - it is unlikely the highway system in the I-80 corridor can be expanded to adequately handle the projected increase in automobile traffic. The emphasis and resources should be focused on developing a comprehensive mass transit plan and system that utilizes the existing corridor and is designed around the factors that determine successful mass transit - cost, convenience and ease of use.</p> <p>I strongly urge you to move this to the list of alternatives proposed to be dropped from further consideration. I do not advocate Summit County or Park City pulling out of the Mountain Accord if the plan is not modified as some have suggested. I'm certain continued involvement is a better strategy than abdication.</p>	Park City	3/8/2015
<p>I live in the Kimball Junction neighborhood in Summit County and I appreciate the opportunity to provide input into the Mountain Accord process. I applaud the concept of the Accord, but am cautioned that some of the ideas that the Accord is advancing are not aligned with its stated objectives.</p> <ol style="list-style-type: none"> <li>1. Sprawl. Effective Smart Growth needs to couple Transportation with Land Use regulations. The State of Utah and most county governments in Utah have little stomach for strong land use regulations that impact private landowners from creating sprawl development on their property. State and county governments appear to be fine with allowing high-density developments surrounded by sprawl development. Portland is the poster child for successful Smart Growth. But their adoption of mass transit came with very strict "urban growth" boundaries. This created rapid gentrification within those boundaries, but it has worked better than most places to reduce sprawl. Compare Portland to San Francisco. When BART was built, the hope was that development would be channeled into designated locations outside of San Francisco where development could be contained. Yes, those centers have grown--A WHOLE LOT, but BART also rapidly promoted EXTENSIVE NEW sprawl development further out from all of the centers because drivers were willing to commute 45 minutes further from their closest BART station. Without strict land use regulations in the State of Utah that also impact regulations in counties, proposed transportation plans to build high-speed rail connections between Salt Lake and Summit Counties will not curb sprawl. They will promote high-density developments surrounded by, and choked by sprawl developments. The Accord identifies the City of Park City and Kimball Junction as two communities that should embrace further such development, because they'll get a fast train to/from Sandy and Salt Lake City. This proposal should be dropped from the Accord.</li> <li>2. Traffic Congestion. Research shows that commuters won't tolerate making multiple transfers between their homes and their workplaces. They also prefer to drive their cars if transportation alternatives are not "MORE" convenient, cost-effective, and dependable than their personal vehicles. Summit County needs to focus on creating convenient, cost-effective, and dependable transportation choices. We need to acknowledge that Salt Lake County and counties adjoining it to the north, west, and south already have sprawling development. Summit and Wasatch have sprawl development as well. Employers are dispersed throughout these counties. Other than the universities, there are few key major employment centers. Summit County should deploy well-tested convenient, cost-effective, and dependable transportation strategies targeted at commuters--organized carpools and vanpools that take people directly from a neighborhood/transit center/park-and-ride lot to a specific destination. These carpools and vanpools should be greeted with lower parking rates in city, county, or employer parking lots. The County also should focus on a range of flexible options to move people along 224 and 248. This will require county and employer personnel who are dedicated to this work.</li> <li>3. Environmental Protection. I don't see how any of the Mountain Accord plans help to preserve the environment on the Wasatch Back. Unless the Accord includes strict downzoning of private property, it will have only negative impacts on our side of the mountain. And we know that the legislature won't allow downzoning.</li> </ol> <p>OVERALL RECOMMENDATIONS. 1. Remove the high-speed rail connections from the proposal, as I believe they will promote sprawl, drain future transportation resources, and not decrease congestion. 2. Focus on a range of flexible options for transport along 224 and 248. I would like to see dedicated transit and carpool lanes, dedicated bicycle lanes, etc. 3. Require employers, event organizers, resort centers to invest in strategies that reduce car trips to and from their locations, without decreasing their success. Thanks again for your work</p>	Park City	3/9/2015
<p>It is true that Senator Niederhauer owns property that could be greatly affected by the proposed route of Mt. Accord? If its true, then this is corruption on a grand scale (racketeering, really) and the US Attorney should be notified. If its not true, then my apologies for the insinuation.</p>	Park City	3/11/2015

<p>The saying "If we build it - they will come" is already coming to fruition with the presence of VAIL and is very concerning to me. As a 13 year resident in Park city (primary residence) I am very very concerned over the influx of visitors to park city mountain resort, and I am beginning to feel like I am the outsider on the mountain. Gone are the days when riding the lifts I would have the opportunity to chat with other locals...this year 9 times out of 10 I am riding the chair with out of state folks...while I realize how important visitors are to our economy - sadly we are definitely losing the feel of a small mountain town. I see this problem as increasingly worsening with Vail touting the expansion of PCM with Canyons as it is being touted as the largest ski resort in US...they will come !!!</p> <p>My biggest concern is out of control building, and no. 1 overall - the traffic congestion and parking issues. While there are many proposed transit options, some much better than others in attempting to sustain our "independence and small town culture" I don't feel either of the councils have the long term PC residents interest at best here, and definitely the consideration of a pathway from Sandy to Park City should be removed - no matter what !! The only sane option that I would consider is placing a "cap" on the number of individuals that are allowed access in any given day on the Mountain for skiing, and consideration of a significant Toll Fee to be placed on private vehicles entering PC from either SR 224 or via HWY 40. Full time Residents of Park City could purchase a Toll pass, but all visitors would be subject to paying a toll if transport into PC is via vehicle. Colorado has electronic Toll cameras that seem to work well. This may encourage use of other transit systems, which there are a few that seem to make the most sense both environmentally and recreationally. I would be in support of a light rail Transit (LRT) both on Sr 224 &amp; SR 248 into Park City as being the most unobtrusive option and if there is adequate parking for people coming up I-80 I believe it would be receptive. Adding BRT Bus rapid transit vs bus in mixed traffic seems to make more sense as well as long as it does not diminish the bike paths. This winter has seen many days (sadly) permitting road riding...and I am a frequent rider on SR 224, and would hate to lose any bike access from Kimball into Park City. And then of course there is the dilemma of Deer Valley, and only one exit path --- we have experienced way too many nights of 45 minute time frames just to get out to Sr 224 !!! I believe the gondola may be a good option, but again that presents with parking issues as well for those that choose to ride the gondola. Once again, a FEE for private vehicle access may be one way to deter folks from driving. In closing as much as I hate our beautiful PC to become such a "Dictator" community - by limiting the number of vehicles/people to preserve the "land that I love to live in" is more important than anything. If the increases in building (both residential and commercial) continues at the rate we are now seeing, and traffic and congestion on the Mountain - it may be time for us to consider moving elsewhere...sadly, as we had hope to retire here in these beautiful mountains...it may not even remain affordable as BIG corporation and growth seems to be taking precedence.</p> <p>I am in support of the Traffic Alternatives that are proposed to be "dropped" from further consideration. None of which I would support.</p>	<p>Park City</p> <p>3/11/2015</p>
<p>I am NOT in favor of the Mountain Accord's proposed land swap at Alta.</p> <p>Thank you</p>	<p>Park City</p> <p>3/11/2015</p>
<p>I have read the proposed Blueprint and FAQs, attended the open house in Park City on February 24, and listened with great interest to the comments and questions from the audience and particularly from the panelists. I also reviewed the summaries of Existing Conditions and Trends for each of the four systems. I first skied in Park City about 35 years ago. Now, my wife and I have a 4-bedroom home here and during the winter months we have a succession of relatives and friends visiting from around the country and Europe. I also chat with many of the visitors with whom I ride various ski lifts or otherwise meet while skiing. My own experiences and my conversations with relatives, friends and visitors help to inform my comments on the proposed Blueprint. I fully subscribe to the Mountain Accord's desire to address economic, environmental, recreation and transportation issues in a balanced manner. And I think it is clear that we all owe a debt of gratitude to the many people who have endeavored to create a comprehensive blueprint for the future. I appreciate the opportunity that has been given to me and other members of the public to share our own perspectives on these issues through our comments. My own views differ significantly from the proposed blueprint in a number of respects, particularly its outright rejection of ski lift connections which seems to me arbitrary, illogical, and not well balanced. Arbitrary because the blueprint gives only the most cursory explanation of the reasoning behind this key recommendation. Illogical because ski lift connections would provide benefits in all four systems of the central Wasatch Mountains addressed by the blueprint- environment, recreation, transportation and economy. Not well balanced because some key factors are over-weighted while others are severely under-weighted. I did note that the day after the One Wasatch concept was unveiled, certain groups and individuals announced their intention to oppose it very vigorously and it would appear that they have been most successful in using the Mountain Accord as a vehicle to forward their aims. I approach this issue from a different perspective, namely that of a dedicated downhill skier whose entire family shares my passion for both resort and backcountry skiing. Neither I nor any of my family or friends have any ownership interest in any ski resort or ski related business, nor have any of us ever worked in any of them, nor do we know any executives or owners of any of them. I'm not a member of any organized group and so my own comments are solely from the perspective of an individual skier and homeowner in Summit County, although I can say that many of the views I express below are shared by other thoughtful skiers and residents with whom I have discussed these matters. Automobile pollution is indisputably one of the most pressing environmental issues - it affects the atmosphere and the water. The blueprint describes the harmful effects of rampant automobile use in great detail and advocates non-auto transportation options. But then the blueprint rejects ski lifts out of hand even though they offer a near-term opportunity to significantly decrease auto use and vehicle miles traveled. During the course of the ski season, we make at least 20 roundtrips from Park City to the Cottonwoods by automobile to accommodate the desires of visiting relatives and friends all of whom want to spend at least a day at Alta/Snowbird and/or Brighton/Solitude. I also have had occasion to ski with a large group of cruising sailors who have an annual ski gathering in Park City. They too, as well as many doctors, dentists, lawyers and others who attend conferences in Park City make the drive to both of the Cottonwoods each year. In addition, virtually every visitor I have met on the ski lifts or in a pool or hot tub in the evening, talks about driving to one or two of those resorts during their stay in Park City. I believe it is clear that the installation of ski lifts connecting Park City with the Cottonwoods would eliminate several tens of thousands of automobile trips each year. I further believe that the ski lifts themselves would cause very little pollution, particularly if run with green energy, and that the water pollution attendant to several new ski runs connecting the areas would be miniscule, particularly in comparison to the amount of automobile pollution that would be eliminated.</p>	<p>Park City</p> <p>3/11/2015</p>
<p>First and foremost, thank you to all that have participated in the creation of Mountain Accord and facilitation of panel discussions for public input etc. A thankless job at times I am certain! Concerned that there was no one from UDOT, UTAH, a representative of the Rail Road or a highway, bridge, tunnel engineer on the panel. I realize it may be premature for this and that Mountain Accord may morph into something new and different multiple times before a project of this nature could ever happen. Additionally and of greater concern is that many in Summit County as well and likely Wasatch and SL Counties may have little knowledge of this organization, what they are ultimately trying to accomplish etc. Educating the public in the end may be one of the biggest hurdles ahead. It seemed at the Park City Forum that many citizens felt that Mountain Accord was here to discuss traffic matters including the recent "Carnageddon" in Park City/Summit County. Many are not aware that Jackson Hole experienced the same traffic matters on the same day. A VERY SAMLL price to pay for the success we have attracted over many years of working to bring so many to our community and the tax dollars that we enjoy long after the tourists return home every season. Mass transit needed, YES. Loving "The Canyon's" (big and little cottonwood) to death, YES. Loving the BOX Canyon Community of Park City to death, hard to argue, YES. Need for additional parking spaces in town, NO. Need for less in town parking replaced by more convenient, timely mass transit, YES. Until these changes are made how about a request of our Local, County and State Police Departments assisting the ingress/egress of traffic during the 50-75 busiest traffic hours we experience each winter season? They along with every one of us benefit from our success as a destination resort!</p> <p>thank you ALL again for your efforts. Please let me know if there is anything that I can do to help.</p>	<p>Park City</p> <p>3/12/2015</p>
<p>Lots of great info and conversations Tuesday at NEPA seminar.</p> <p>Federal Highway man, Harold Peaks, said the Mountain Accord is definitely NOT ready for NEPA. He said it needs to be much more precise and clear in it's vision.</p> <p>I brought up the Zion NP model of shuttle buses and restricted auto traffic. They said that is NOT represented in The Mountain Accord. They told me it needs to be proposed by me, and/or anyone else, to Mountain Accord, EIA, NEPA, etc... ALSO, if they went with the Zion NP model it might not even need NEPA if they just used the existing roadway.</p> <p>I PROPOSE THE ZION NATIONAL PARK MODEL.</p>	<p>Park City</p> <p>3/12/2015</p>
<p>As a 40 year residence of Park City here are my comments</p> <ul style="list-style-type: none"> <li>Summit County and Salt Lake County have two different problems. They should keep working together but on 2 tracks.</li> <li>SLC needs to get day visitors to the mountain, Summit county needs to get day workers and destinations visitor's to their destination.</li> <li>With Summit County workforce and the visitor's time and cost are important, but I believe time is the most important transportation factor.</li> <li>A rapid bus or train from the airport to somewhere in Summit County would be the best for our guests. A rapid bus or train from a park and Ride in SLC and a common drop off in Summit County would be the best for SLC workforce.</li> <li>A park and ride in SLC and a train that would go up one canyon and down the other would be the canyon's best option.</li> <li>Any surface connection between the canyons and Park City would only increase sprawl.</li> <li>Park City and Summit County have spent 10's of millions of dollars for open space and trails. We did this for our residents and destination guest. Day visitors do not generate the revenue to pay for these amenities and will only overcrowd them. ☹️</li> </ul>	<p>Park City</p> <p>3/13/2015</p>
<p>What do you think about resort connectivity?</p> <p>I may be okay with "limited" connectivity that does not open larger parcels of what is now considered backcountry skiing. I am not sure I would be in favor of connections from Park City to the Cottonwoods.</p> <ul style="list-style-type: none"> <li>Would you like to see improved, year-round public transportation?</li> </ul> <p>In a word, YES, though I am skeptical it would have much impact.</p> <ul style="list-style-type: none"> <li>Improved bus services?</li> </ul> <p>Again, yes, but I am skeptical that it would have much impact</p> <ul style="list-style-type: none"> <li>Mountain rail?</li> </ul> <p>From what I hear, this is not truly a viable option</p> <ul style="list-style-type: none"> <li>No improvements at all?</li> </ul> <p>Perhaps this may actually prove to be best idea of all...</p>	<p>Park City</p> <p>3/13/2015</p>
<p>As a resident of Park City, I like the idea of being able to get on a lift and making my all the way over to big/little cottonwood and ski. If done properly, the environmental impact should be minimal and ultimately reduce the amount of gas expelled by my car and me driving all the way into SLC just to hit the canyons.</p> <p>My only concern is if I miss the last lift in big/little cottonwood and I'm parked at PCMR. How do I get back home? More importantly, if ski conditions go south during the day and equipment is forced to shut down. I'd hate to be stuck at Alta with no accommodations or a way to get back home.</p> <p>I'd personally like to see each connector lift be enclosed and stay open later than 4:30pm so people could get to Park City for dinner if they're staying in big/little cottonwood.</p> <p>One last concern: Parking in Park City as a whole is horrible. This needs to be figured out if SLC and the surrounding areas are expected to grow like the projections say. If the Mountain Accord happens, where is everyone going to park?</p>	<p>Park City</p> <p>3/13/2015</p>
<p>I Vote yes to resort connectivity</p> <p>I Vote yes to clean energy for SLC (LNG, rail to PC, rail to Cottonwoods)</p> <p>I Vote yes to improving air quality in SLC- electric car tax credits</p> <p>I Vote yes to moving people via gondola</p> <p>Less cars on road= good for SLC, good for climate change, good for tourism, good for snow on our mountains, good for human kind</p> <p>Thank you for your time and energy!</p> <p>Regards,</p> <p>Investment property owner, Park City</p>	<p>Park City</p> <p>3/13/2015</p>
<p>Hello all,</p> <p>The big picture view "One Wasatch" is very exciting--and presents many hurdles. From a skiing perspective awesome--traffic and other hurdles, huge challenge.</p> <p>How we will connect all the resorts is a hot public discussion, we have private and state owned land to deal with and all of the environmental concerns with this. The 3 PC resorts are easy, nearly done--2 will be connected this summer and DV is a matter of one rope across taken down. Connecting Parley's to Big and Little Cottonwood Canyons is where the bigger issues are although not insurmountable. If you hike, bike or ski back country there it's obvious for all where the most likely connection points are.</p> <p>Resort connectivity: Rail?? The topography and cost of cutting thru seems out of line. What has been suggested and the potential cost--where would this money this come from? Is there a way to have a tram or some other way to connect? In Europe there are lots of trams and good public transportation. We need to increase available public transportation everywhere--is there a possibility of the rail going along Wasatch BLVD, with transportation stops at the base of the 3 Canyons?? With bus services at these locations.. Maybe the cost of this is attainable?</p> <p>Traffic is a major discussion-- in PC this year there was one day in particular that was especially challenging--despite the local talk, it is not every day, and still a sign of what is to come.</p> <p>Parking and traffic are huge concerns for all of the resorts. Start with parking???? All 3 resorts in PC have the ability to build parking garages and charge for them. Locals should ride the bus-----we don't like or want to pay for parking----- however, at many other resorts you do pay for parking in Colorado and CA if you want to get close to the resort. Traffic issues are related to access roads--which in all areas need to wider and engineered to move traffic better. 248 out of PC is a perfect opportunity to widen, add lanes-----Kimball is still a mess even with the road changes. ☹️</p>	<p>Park City</p> <p>3/13/2015</p>

As a resident of Park City, I support the One Wasatch concept and connecting all of the ski resorts. I think it is a great idea!	Park City	3/13/2015
What I would like to see Mountain Accord address is the issue of congestion and cars on our roads. Our small towns are becoming over run with car traffic. I think it is a good idea to connect our towns rail or public transit of some kind. I want to see foot traffic not car traffic. I'd like to make our transit so reliable and thoughtful that our tourists do not have to rent cars.		
Thanks!		
I would like to see the lifts connected to all resorts. If they are going to put in a rail system it would not make any sense without going to the Heber Valley and Kamas Valley for the locals and the lift option would be best for our vision at this time.	Park City	3/13/2015
Transportation has and will always be a problem. I appreciate that this group is being pro active, in trying to solve this problem. Thank you. My concerns as we go forward have to do with our Natural settings. The disturbance to our Back country is going to be invaded. Our Animal habitat, weed invasion, pollution, animal migration? Who is watching this? Who will keep it clean? On the he outskirts we have congestion, parking issues, Major Transportation problems! I don't like the idea of trams, trains and Tunnels, too costly. From the wasatch front side your going to have to build another Base Area for movement of Skiers and for Parking? Just for this Project. Maybe from our side on the Watch Back you do the same? But I don't know where that could be? Park City is already too crowded and fighting Transportation. Another Resort should be built in order to handle Parking, skiers, transportation, etc.... Personally I don't like the idea! But I know its coming.	Park City	3/14/2015
I attended your info session at PCHS a few weeks back. Here are my thoughts: 1. It is a valiant effort of the stakeholders to get out ahead and try to create a "grand bargain." 2. Up until last year, I had been merely a chairlift-riding alpine skier. As such, my view was always "the more chairlifts the better." I had no comprehension of or appreciation for the backcountry. 3. I started backcountry skiing in the Spring of 2014, took an avy course, and really got into backcountry skiing. 4. I now have an appreciation for the solitude and serenity of backcountry skiing in the Cottonwoods. What a bummer it would be to see gondolas or chairlifts criss-crossing the Cottonwoods over what is now an island of peace and quiet in sea of noise, cars, commercialism. 5. In a former life I was a commercial real estate developer with a law degree. So I understand how that end of the spectrum works. The door open a crack will lead to a door wide open. The financial pressures will be intense to keep developing, keep encroaching. Soon, with more chairlifts etc, the lovely pitches accessed by earning turns will be just another frozen-mogul ski trail that no one uses most of the time. The peace and quiet and natural beauty that we now enjoy will be just a memory. Too bad for the next generations. 6. Let me know if you need any free help from a former shopping center developer who dealt with a lot of regulatory law and issues in the furtherance of shopping center development. I think I can see several sides of the puzzle: a. developer, b. resort skier, c. back country skier, d. road and mountain biker, e. Park City home owner who lives part of the year in PC and part in North Carolina.  Good luck in your most important work. It's not gonna be easy :)	Park City	3/16/2015
I like the bus idea - it will help a lot on traffic and parking? Everyone hates parking structures and it is safer driving home if there is any après ski activity.  Not so sure on the train yet.  Ultimately no one wants it to become as Vail or Summit County, Co. Resort. That is no fun for anyone.	Park City	3/16/2015
I am a freelance planner and office tech in Park City. Over two years ago, I moved to Utah from Tyler, Texas, where I was working as a transportation planner. I have always admired how Utahns were able to work together and create plans for sustainable growth that have garnered national attention. I believe the Blueprint is a natural outgrowth of this planning process, which will build on the state's economy and quality-of-life. In addition, it should protect the natural environment of the Wasatch Front, which I enjoy as a skier, hiker, and bicyclist. Here are my thoughts regarding each of the four systems as described in the Blueprint: Environment: The protection of the watershed is absolutely vital, as it is the primary source of water for the region. For the protection of land in the upper canyons, the Blueprint should weigh the merits of different levels of Federal protection, from a National Recreation Area to designated Wilderness. The lack of any mention of reducing air pollution, however, seems to be a glaring omission from the Blueprint. Recreation: The land-swap system proposed sounds like a great way to complete major trails such as the Bonneville Shoreline Trail. Economy: The Blueprint needs to work toward integrating the economies of the Wasatch Front and Back while not sacrificing the environment. That must involve identifying the strengths of each city and how they contribute to the overall economy of the state. There must also be a focus on providing people with the greatest access possible to jobs throughout the region. Otherwise, there will be a mismatch between workers and the jobs best suited to them. Transportation: This is the most important and transformative part of the Blueprint, as it will provide a reliable public transport connection between the Salt Lake Valley, the Cottonwoods, Park City and beyond. Therefore, every option proposed must be analyzed in terms of cost and value. Zion National Park uses its bus system to handle peak tourist flows, making it a good example for UTA to use. In terms of a rail link between Park City and Salt Lake, the Blueprint should consider that Sandy may not be the ideal place to connect the Wasatch Back to the UTA system. For the I-80 corridor, a rail connection may be much more feasible in the near-term than the Little Cottonwood/Park City tunnel. Both options deserve thorough consideration as funding will likely constrain what can be built. I think that the rail connection should be part of a greater system linking both sides of the Wasatch, and because the distances between these places are great, rapid commuter rail may be a better technology to use than the light rail used in Salt Lake. Overall, I am excited to see the Mountain Accord taking shape, and I hope that the final Blueprint becomes a plan that further benefits both the Wasatch Front and Back.	Park City	3/16/2015
1) Transportation: Do what's easy, cheap & flexible first. Ban/limit cars in canyons on busy days (use fees?). Run buses up/down each. Connect with transit in SL Valley. High frequency bus or rail up Parley's to Kimball - interconnect at new Kimball transit WB with Summit County bus. 2) Water: Only new (c) water for snow making; employ advanced treatment techniques and recycle/reuse. 3) Recreation: Submit expanded rail system and ski-area interconnects. No ski area expansion, though. Protect open space and wildlife corridors! 4) Promote mixed-use (rd) at higher densities along existing as primary transit corridors.	Park City	2/24/2015
RE: light rail from PC to the Cottonwood Canyons. I am excited about the possibility. Many of us cross over to play there throughout the year and some cross over for work. A light rail connection benefits residents and tourists. This low snow year reminds us about the loss of snow at lower elevations: In teh future, a light rail connection can help us with that too. Residents and tourists will need access to additional acreage up high. A light rail connection would be a high service tool to help us maintain an awesome guest experience for skiers and snowboarders. Park City can provide the beds along with an elevated vacation experience while the Cottonwood Canyon resorts provide snow. PS I live across the street but many people who like the plan will not show up.	Park City	2/24/2015
Thank you for all of your efforts and thanks for coming to Park City. If it comes to a transportation link I think light rail is the most viable along 80. There used to be a narrow gauge railroad down Parleys. Why not build rail again? Please press on for the best, not the easiest solution. I work in the outdoor industry leading backcountry trips. Most of my clients mention the need for a train link to Park City - so much infrastructure for light rail already exists in SL. Let's not be NIMBYs.	Park City	2/24/2015
I think the resorts need to be asked to contribute to the costs of the project. Why not ask them to contribute to pending the exploration/planning phase. If the traffic situation gets so bad that guests have a bad experience, the resorts will suffer. Environmental considerations and climate change action needs to be a much bigger priority for this group. Thank you for doing this and for your consideration.	Park City	2/24/2015
Transportation: Do what's easy, cheap and flexible first. Ban/limit cars in canyons on busy days (use fees?) Run buses up and down each, connects with transit in SL valley. High frequency bus or rail up Parley's to Kimball-interconnect at new Kimball Summit.	Park City	2/25/2015
I believe it should remain the way it is. It is great the way it is.	Peru	3/15/2015
I have been visiting Utah in winter for at least 15 years. Our group usually rents a house in Sandy, with one exception 2 years ago when we stayed in Draper. Skiing in Utah is simply the best. I skied in both Cottonwood canyons, Park City, The Canyons, Deer Valley, The Snowbasin, Powder Mountain and Sundance. I read about this plan to connect both sides of the Wasatch mountain range for the first time about 3 years ago. I thought it was a fabulous idea then and I certainly have not changed my mind. To connect several ski areas with chairlifts gives each skier more options whether one follows the sun, wind, crowds or snow. Having skied in Whistler many times I know how both individuals and families now enjoy the opportunity to use the Peak-To-Peak gondola in Whistler and ski both the Whistler Mountain and the Blackcomb Mountain. So you have my vote - One Wasatch Concept is a wonderful idea and I hope I will enjoy the end result before I am too decrepit to ski. But please hurry - I am 65 years old.	Peterborough, ON	
As an Owner of a company that runs ski and snowboard trips both nationally and internationally, I like the idea of turning the Wasatch into a "Chamonix" like interconnected group of resorts, maybe with a single lift ticket possibility.	Philadelphia, PA	3/13/2015
The one hurdle I see with this idea is the lack of Snowboarder access to Alta and Deer Valley.  <del>Let's hope that having both lifted and by rail interconnect options are great. In Chamonix for example, you can ski down the back of Tignes and take a train back to town. ☺</del>		
I visit Utah each winter to ski at the resorts and in the back country. I see no need to connect the resorts and reduce existing back country skiing. Rather, I think it would be imperative to develop effective mass transit to the slopes, either by train or bus. Thank you.	Portland, OR	2/26/2015
I reside in Portland, Oregon and ski in Utah 1-2 times a winter. I love the snow and the number of great ski areas close to SLC where I stay while in Utah. I feel that if Utah could add rail transportation to its mountain resorts would be a selling point unlike no other mountain resort in the United States. A train system would give a European feel, and have less of an environmental impact on the Utah mountains.	Portland, OR	3/1/2015
I would heartily support as much interconnection as is deemed feasible for all involved as a viable more efficient sustainable means of skier visits to this vital resource. Thanks for the vision to make this a potential reality.	Portland, OR	3/3/2015
My wife and I have owned a home in a Promontory for 8 years. Economically we have seen boom and bust cycles. Our home was bought as an eventual retirement home. That day is rapidly coming around. We are both avid skiers. It is our intent to ski into our seventies, at least another 15 years. Our skiing seems to focus on the Canyons ( ease of getting to, and a good many ski runs in the double blue diamond category ), Alta ( because of tradition, and we love that there are no borders allowed / plus it's just plain spectacular ) and Brighton ( because we like the local ambience the area emits ). The above being said, you bet we would love inter connectivity between each of the three areas. Since we live in Park City, it would save us a 2 hour round trip between the areas. Traffic, especially on snowy days would definitely get better. Also, it just makes sense. As far as those who think interconnecting lifts would spoil the environment, we say, you can already see every ski area, along the backside of the Wasatch front. You can also see Alta from Brighton and visa versa. I think you can see from Park City / Deer Valley to both Alta and Brighton. Also, it's hardly a secret to every body who is a local or long time Utah skier, the known fact of closeness of the 7 areas. However, those people who support non development, do so, because they hate anything new, or anything that has the slightest environmental impact. Frankly speaking, these days the more radical enviros don't downhill ski. They prefer snowshoeing and cross country skiing. Plus, they would be opposed to any development, just because it's development. As far as your other bullet points, we are for any public transportation, that would reduce overall traffic, certainly to get worse and worse with time. Especially, to reduce the number of trucks and cars in both little and big cottonwood canyons. We all know those roads have a relatively high grade to them, are narrow and dangerous when it's snowy or icy. I've been driving in wintery conditions for 4 1/2 decades. I know how to handle driving on roads that have been effected by winter weather. But, we all know it's not ourselves that's the issue, it's those others who hv little experience, or don't know the capabilities of their motorized vehicles. Let's go for it.	Promontory, UT	3/13/2015
I moved to Utah in 1980 at age 4. I have lived here ever since. I Snowboard, mountain bike, and trail run a great deal. My father was an ultra runner, mountain biker, and participated in numerous Overland cross-country ski races from one side of the watch to the other. I do not think that a single person who has an interest in enjoying the outdoors in Utah does so without a thought to the environment and the impact our activities have. All outdoor activities has some form of negative impact on the environment, even if it is miniscule. That being said every form of outdoor activity has a positive effect in the State of Utah, be it financially or environmentally. I do not feel it is right limit access to our mountains if done responsibly. I think at the very least connecting adjacent resorts to one another via lifts, trams, gondolas and ski runs is a good idea. Increased and improved roadways, bus access, tunnels for light rail etc, I am in favor of all of them. These ideas can be enacted in a way that lessens the negative impact on the environment while dramatically increasing the positive impact of recreation in the state, community and residents. I feel deep down that those who are overly against enlargement of canyon access and usage are forgetting that the first day they ever stepped foot in the outdoors, there was someone already there, saying, "you're ruining it for the rest of us!" When we moved to Park City someone said, you should have seen it in the 70's, town is ruined now. But the fact is that people in the 60's said the same thing. I don't think they are trying to be elitists. They honestly are trying to protect what they love, but to do it by locking out other peoples opportunity to enjoy the same thing is wrong. These progressive improvements will bring millions of dollars in tourism to the state, which will benefit every resident, not just those who are outdoor enthusiasts. We should work together and do all these things the right way, because it is going to happen eventually. Let's get on board early and have a say in the matter. Money is going to be the deciding factor in the end, so these things will happen. We can't kid ourselves otherwise. Please feel free to reply, share or contact me. Thank you for this opportunity and forum. ☺	Provo	2/26/2015
I have been skiing in Europe for 35 years and the one thing that really separates the experience from that available in the US is the interconnectivity and creation of vast ski circuits. They have done it while preserving the charm and environment that means so much to the alpine experience. I believe there is the opportunity to create that kind of experience in Utah as well. The plan as presented looks well thought out and, while not inexpensive, financially feasible. The impact on backcountry should be minimal and additionally offset by reduced auto traffic among the resorts. While our home address is in Pennsylvania, we (my wife Marie and I) also own property in Park City so we have a local interest as well. We fully support the plan.	Reading, PA	2/26/2015

<p>I have been coming to Utah to ski every year (usually 3-4 weeks a year) for the past 18 years. You requested opinions. Here are some of mine. I am opposed to connecting all or any of the resorts for several reasons: 1. Right now each resort has its own distinctive personality with its own distinctive type of skier who particularly 'loves' that particular resort. Interferring the various types of skiers (from the think-they-are-racers, to the older people who ski just fine but are not into racing), to the kids who need time and place to wander over the hillsides) would destroy the distinct personalities of each resort. I would rather see the racers stay at the resorts where the steep and icy's lure them—Not to have them attempting to intermingle with the folks who are just normal skiers. I.e. I don't want them crashing into me because they are racing someone else and are trying to skiny around me to beat them—or do I want to be in the way of some skier who is artfully going fast. 2. What on earth would be the reason for connecting the resorts? What would be the point of going to say Alta and then traversing to, say, the Canyons??? Your car is at Alta? Are you going to spend half the day sking from one resort to the other just to say, what you've been there? Most people I have met over the years come to ski for more than one day (an obvious condition for those who live in SLC). They plan to go to the different resorts for the different skiing conditions ON different days. So, are you planning that a family should say start at Alta, but there being no "green" skiing at Alta, taking the kids to a different mountain, and then their teenager wants to go to the Canyon white tops and you just wanted to ski and now you are miles apart from the rest of your family whom you have to worry about until you collect them all at the end of the day. 3. Which brings us another problem. Your family is spread out between the 7 resorts and someone breaks a leg. Forgetting the physical trauma for a minute, how do you get the patient back (which is at a different resort) to the car so you can get him to a hospital (or whatever). How do you collect all the family members from the various resorts to get them into the car with you and the patient? 4. Competition between distinct resorts is a GOOD thing, not a BAD thing. Each resort can make different policies to "lure" the skier. Having only ONE 7-mountain would only be a dis-service to the skier and I am sure would end up costing more. You might make one big 7-mountain scene, but it will become unavailable pricewise to the average skier. It is GOOD to have a fine bakery on one block and a fine restaurant on another and a fine hotel on yet a third. People can enjoy the differences and distinctions. There is NO reason to lump them all under one roof and then declare that "MALL" to be the only place one can go. For instance, EVERY TIME one airline buys another (just using airlines as an example), the service is NOT better, the flights are NOT shorter and the costs ARE always higher. The "lumping" together of the companies is NOT for the benefit of the customer, but for the company owners. 5. Those of us who do not live in SLC have to spend hours on lines at the airports and connections etc. Now you want us to stand in lines to get from one mountain to the other as well? 6. This entire concept sounds like nothing more than an "advertising" gimmick, thought up by people who DO NOT ACTUALLY SKI to get people to come to Utah to supposedly have the "biggest" skiing experience. But the idea is bogus for the actual skiers. You can still ski only so many trails in one day. It is hard enough to keep up with the fellow skiers you came with when you are all on the same mountain! AND, I don't know anyone who can actually ski ALL the trails at any one of the 7 mountains and then have the time and/or energy and/or knees to go ski all the trails at another resort??? Thinking on this line even further, Given the miles of skiable trails at all the 7 mountains, one would probably pick one area of the vastness for one day and then another area for another day. Is that not the same as going to one resort and then another resort? 7. Who is going to pay for all the lifts for such connectivity? It will surely be the skier. You are trying to force us to pay for something WE don't want!!!! SLC has the best skiing conditions in the nation. As more people find out about what soft, fluffy powder actually is, they will flock to SLC. All you need to do is to promote that there ARE 7 different resorts all within a 40 min. drive. That is what skiers want to hear. They can pick and choose where to go or where to not go, and when.</p>	Roanoke, TX	2/26/2015
<p>Hi, My wife and I have been skiing the mountains of the Wasatch for over 40 years. We have two sons who have been raised skiing your mountains as well. We may for a moment sound like local folks however we live in Connecticut. We have come to your state and to these mountains to ski and recreate because of their beauty, the remarkable snow quality, the wildlife we often see including eagles, moose, elk, deer, coyotes and a host of other bird life, fish life and unnamed wildlife. You the people of Utah are very lucky indeed. You are lucky enough to have these natural wonders at your doorsteps. On occasion in life when things are so close to us we can grow to take them for granted. My hope is that this would never, ever happen in the Wasatch. My hope is that the people of your state, the SLC area, the Park City area and surrounding communities will do whatever is within their power to maintain the natural wonders unique to this area. In my opinion natural resources should take precedence over all else. That should be priority 1. However the resources you are then considering adding, modifying or otherwise introducing are brought to bare do so with this #1 priority as the charter. Thank you for offering me this opportunity to share my thoughts.</p>	S. Glastonbury, CT	2/26/2015
<p>I think that this proposal is a great step forward. I think that a few ideas still need to be tweaked and/or analyzed further, but in general I think that this proposal is a good start. Environment: -I strongly the additional protections for federal lands, the initiative to protect additional lands, the identification of wildlife corridors, and the broadening of watershed protections. I think that the environmental section of this proposal presents very worthwhile goals. Recreation: -I support the improvement and connection of the regional trail network. I strongly support the improvement and addition of public transportation options to cut down on traffic and crowding. I do have some qualms with the transportation plan, as I will describe below. -In regards to future growth, I think that it important to stop ski resorts and development areas in the mountains from expanding beyond their current boundaries. I don't think that use fees should be instituted. Public lands should be accessible to anyone, and use fees unequally affect low-income families' ability to access the land. Maintenance costs should be covered by taxes. Economy: -I like that the economic plan focuses on improved transportation and preservation of our wild landscapes. See below for my transportation plan critiques. Transportation -I strongly support increased bus service in the Cottonwood Canyons and between SLC and Park City. -I believe that transportation between SLC and Park City should be concentrated around I-80 through Parley's Canyon. This infrastructure already exists, and is an efficient means of moving between the two locations. I would potentially support a train through Parley's Canyon, because this is an area that is already affected by the highway. -I oppose the idea of a train going up Little Cottonwood Canyon. This will result in watershed pollution, environmental degradation, harm to the natural beauty of the area, and the destruction of wilderness area. -I strongly oppose the construction of a train between Little Cottonwood, Big Cottonwood, and Park City. This will have the same negative effects that I described for the Little Cottonwood train, but on a larger scale.</p>	Salt Lake City	2/4/2015
<p>SENT VIA EMAIL February 10, 2015 Mountain Accord Comments on the Proposed Blueprint To Whom It May Concern: I appreciate the opportunity to comment on the Proposed Blueprint (PB) for the Mountain Accord Project. I have taken the time to read the PB, as well as the other documents that the PB has linked to it, and measured them against my experiences in life. Overall, the PB admittedly puts forth ideological goals, instead of addressing reality. The PB should be pursuing practical and realistic goals instead of ideologies. My comments follow the order of the five categories set forth in the PB. Environmental proposed actions: The environmental subcommittee membership was not balanced. Their proposals, admittedly, are ideological and not realistic. At the October 28, 2014, meeting of the Environmental System Group, the chair took the position that "it was inappropriate to advance the Idealized System without data to back it up." While all the issues addressed are important, the apparent bias of the committee appears to push ideology and ignore reality. The membership of this committee needs to be better balanced and the issues this subcommittee raised needs to be reconsidered under a better balanced group. The concepts of protecting water sheds and resources and working with ski resorts are important issues and need to be realistically addressed. Some of the suggestions such as changing Forest Service land designations, acquiring private property from supposed willing owners, and various transportation changes (which will be discussed later) need to be closely reevaluated. Private property rights need to be respected; Forest Service land designations can do more harm than good; and transportation options for accessing the canyons must allow for fair access. The environmental subcommittee needs to have a better balanced membership which would then reevaluate all the environmental issues. Recreation proposed actions: The recreation subcommittee, overall, has put forth some very good ideas. Such ideas as improving and connecting hiking trails and working with ski resorts to improve backcountry access are positive ideas. The backcountry access, however, needs to respect the rights of the private property owners. Various transit options have been discussed for many decades, trams and cog-trains have been discussed since the early 70s. Comments on transit issues will be addressed below in the Transportation proposed actions. The concept of fees to go up the canyons is something I do not find acceptable. The US Forest Service lands should not charge the citizens fees to enjoy public lands, it is simply wrong from my point of view. Other issues, such as bicycles on trails, dogs up canyons (they should be banned in all canyons); motorized vehicles on hiking and biking trails, and hunting need to be addressed. Economy proposed actions: These issues, for the most part, deal with important issues, but many are outside the Central Wasatch Mountains, the Mountain Accord boundaries. This section needs to be focused on the Central Wasatch Mountains, instead of the broader area currently addressed. The transit issues, like the environment and recreation issues, are important; I will comment on them below. Wasatch Choices 2040 is an interesting document, but meant for areas much broader than the Central Wasatch Mountains, the economy proposals should be limited to the boundaries of Mountain Accord. The concept of improving year around visitor experience in the Wasatch Mountains is proper and should be addressed, but provides no direction, other than transit, as how to improve the visitor experience. There are other such ideas in the economy proposed actions that do not provide direction. Development in the Central Wasatch Mountains needs to be closely watched, but, again, private property should be respected and reasonable development allowed. Increasing tax revenue to accomplish some of these concepts needs to be revisited. Before taxes are increased, current tax revenue should be reviewed and reallocated for better uses. One of the key issues missing in this economy subcommittee is the costs of the Mountain Accord goals. An estimated cost of the whole of the project, along with breakdowns of the costs of the various options provided in environment, recreation and transportation proposals needs to be provided before moving forward. The fiscal costs need to be realistic; the estimated costs need to be provided before PB moves on. Transportation proposed actions: Each of the three previous PB sections have raised the issue of transit in the Central Wasatch Mountains.</p>	Salt Lake City	2/10/2015
<p>Dear Mountain Accord, Three major factors loom ahead of us as we consider the future of the Wasatch: 1) The dying (or at best stagnant) ski industry 2) Managing climate change and/or drought (which will affect #1) 3) The desire and need for year-around mountain use to offset lost income from #1 I am an avid year-around hiker, biker, skier, climber living in SLC. My preferred mode of mountain travel is human-powered. Although I am in the minority in that regard, the implications of losing opportunities for human-powered travel far outweigh the number of people who engage in it. There are multiple reasons for that, the most important of which is preserving wild places for future generations. I agree with the following MA proposals: 1. Contain or minimize ski area expansion by using land swaps. I am against OneWasatch. 2. Creating a bus shuttle in Mill Creek Canyon (reduce cars) 3. Create avalanche-proof (covered) railway transportation in LCC (reduce cars, increase safety) 4. Create tunnels linking LCC, BCC and Park City (reduce miles driven) 5. Creating destination trails for all canyons. These projects will be costly, but they are the right thing to do.</p>	Salt Lake City	2/10/2015
<p>I do not want any ski area expansion or base area development in the Wasatch period. Ski area interests are only aligned with their wealthy owners - definitely not the public. Ski area interests should not even be considered when deciding how we deal with our citizens' home mountain range the Wasatch. No land swaps. All undeveloped areas should be protected with wilderness designations. No trains or tunnels - too environmentally damaging and expensive. Transportation thinking should focus on reducing traffic and emissions in the Cottonwoods. Would like to see more buses (something similar to what they do in Zion NP) and/or avalanche sheds. Toll, incentives for carpooling and low emission vehicles. Interconnecting resorts should not be a considered issue. No One Wasatch!</p>	Salt Lake City	2/12/2015
<p>Thanks you for all the hard work you have done to date. I think we have a long way to go. I am 66 years old and moved to the SLC area in 1980 to be a "ski bum with a real job". I have been backcountry skiing, hiking, and biking in the tri-cotton area for 35 years. Here are some comments that I would like to make with regard to resort expansion and Cottonwood Canyons transportation. Resort Expansion • I think most of the dispersed recreational users would agree with resort expansion at their base areas but you have proposed expansion at both Brighton and Solitude would basically take more ground for ski runs. We have had this discussion several years ago and the consensus then was no more ski resort expansion beyond their current boundaries. This is the official USFS position backed by overwhelming public support. • Solitude wants to expand into Silver to pick up Flanagan's as a new ski run. This is a heavily used backcountry ski area and prime hiking area in summer. Currently, there is no indication of a ski resort on the other side of the ridge making upper Silver Fork canyon appear undeveloped (except for the historic mining debris). I see nothing but conflict arising from this and it violates the will of the public at large and the USFS's current policy. • Brighton wants to expand its Great Western terrain over the ridge into Hidden Canyon. Again this is in violation of the will of the public and USFS policy. • Both of these expansions violate a process that was contentious and time consuming but arrived at the right decision based on the will of the public at large rather than the vested interest of the ski industry. Just as you would like the Mountain Accord honored in future land use decisions, you should be willing to honor prior land use agreements. Transportation • While a tunnel to connect LCC with BCC does not seem that invasive, I think the price will make this a non-starter. • I do not see any reasonable way to connect Park City with BCC other than upgrading the Guardsman Pass road and keeping plowed all winter. • I think we should forget about connecting the heads of the canyons and spend the limited dollars that will become available to build snow sheds over the LLC road so that it does not have to be closed so often. BCC road rarely is closed for avalanche control. • To move more people up LCC and BCC and reduce traffic, we just have to expand the current bus system and perhaps charge a fee to park in the canyons during winter. The current bus system is completely overloaded during peak morning and evening hours. We need to double the number of buses and increase their frequency during non-peak hours to disperse the load of passengers. For example, amongst my group of friends, if we miss the morning peak hours of bus operation we just drive up the canyon because we know the buses will be few and far between. If we knew the next bus is just 15 minutes out, we would use the bus, regardless of the time of day. The buses could start earlier and finish later as well. • Parking at the mouths of the canyons is completely inadequate. People are getting tickets or towed because they can't find a space in the parking lot and then park illegally. We need to greatly expand the parking at the mouths of the canyons. Note this needs to happen even if we were to go with trains or express buses. • The overwhelming majority of users of the Cottonwood Canyons are locals with cars and even tourist have cars because SLC is so big and spread out. If we don't want these cars in the canyons then we need to provide a viable alternative. Trains and dedicated express buses sound like a cool idea but in reality just adding more regular city buses, larger parking areas at the base of the canyons, and charging for parking in the canyons would accomplish the same thing (or more) for a fraction of the cost.</p>	Salt Lake City	2/19/2015
<p>Hello! I was encouraged by much of what I saw in the Blueprint and think it represents a lot of good dialogue and discussion between the many stakeholders and their very diverse interests. I ski Alta 30-40 days per year and the backcountry in the tri-canyon area 20-30 days per year, so I think I have a good sense of what could/would appeal to various user groups. To that end, I have some comments: 1. Grizzly Gulch has to be part of the designated area that will not be developed. It is one of the busiest, if not the busiest, trail heads in all of the Wasatch, so leaving it as a TBD item seems like a deal-breaker to me. I am sure Alta wants to keep its options open on putting a lift up there, but I think that has to be included in the proposal before you can get the many groups looking to protect what little is left of the BC to sign off. 2. Putting a tunnel from LCC to BCC but then using an aerial transport method from BCC to PC makes no sense whatsoever. There have to be two tunnels or else it just does not make sense to put in one. Putting in the two tunnels would allow people in PC to get to LCC easily, and much, much, MUCH faster than by the proposed OneWasatch method. 3. Speaking of OneWasatch, I hope that the Blueprint will do away with that concept once and for all. I am not sure why SkiUtah keeps pushing this idea when so few locals support it. Is their goal really just to satisfy the demands of people who visit for a week each year rather than at least consider the opinions of the people who live here all year? Do they really think that people will go from Snowbird to Deer Valley just to have lunch when it means they have to take half a dozen or more lifts just to get a bowl of turkey chili? It will take all day to do that, and would be much faster just to drive around and actually ski Deer and then eat lunch there. The tunnels would make this possible, but OneWasatch is silly. UT will never be CO or Europe for many reasons beyond our ski terrain (ie. our "peculiar" liquor laws that still make people wonder if they can get an apres ski beer) and we have to stop having such an inferiority complex here in UT when someone goes to CO instead of coming here. 4. I would support putting some kind of permit/pass/payment plan in place for people driving up LCC for 2015-2016. Make people pay an annual fee for a parking pass, or restrict cars to at least 2 or 3 people, or both! I think that any kind of measure like this would help reduce the number of cars that roll up there every day, thereby increasing the experience for everyone. 5. Finally, who is going to pay for all of this? How is that going to work? What kind of increase to my property taxes here in SLC would I see? I am all for making good decisions today that plan for tomorrow, but we need to have a better understanding of the economic impact first. Thanks for reading this, and for all of the effort that is being put into this concept.</p>	Salt Lake City	2/20/2015

<p>To whom it may concern: I am surprised by and disappointed in the Mountain Accord findings and decisions. I obviously misunderstood the purpose of the project, as I had hoped for a more far-reaching outcome. The material I've reviewed fails to protect the environment of Big and Little Cottonwood Canyons from the predictable and easily foreseen result of the population growth occurring and anticipated in the Salt Lake Valley. I worked for about a year and a half as an appointed member of Mayors Corroon and McAdams' Blue Ribbon Commission to make recommendations for the Salt Lake County Foothills and Canyons Overlay Zone [FCOZ]. The BRG group found many things lacking in the Cottonwood Canyons [Big and Little]. Almost all of those problems are left unaddressed by the Mountain Accord. I think the work is insufficient and incomplete. The FCOZ problems need to be addressed, they need solutions immediately. The problems are: the heavy traffic in BOTH Big and Little; the lack of access to trails and recreation due to traffic, congestion, and parking limitations; the needs that our anticipated much bigger population will have for recreation and some limited access to wild places; and the protection of those places from the damage people do. #1: Driving is the main access to the canyons, and is anticipated to remain so for another 25 years or more, according to M. Accord. During summer, winter, and fall driving up Big is like driving through a parking lot. One expects to arrive at Mall of America at the top of the road. The same is true for Little, except that because of that canyon's construction there are fewer places to park, and less of a "parking lot" experience. Big and Little need well-funded, frequent transit. Parking at the base of the canyons is needed as well. Money budgeted for these amenities can be reallocated for additional Valley transit when and if Little gets some kind of track transit. The canyons cannot wait. There is no plan to purchase more parking area at the base of the canyon; no plan for funding more public transit; no plan to encourage outdoor opportunities at the destination resort areas to take the people-pressure off the Forest; no plan to allow space for purveyors of necessities of life so resident traffic can be limited. The road congestion degrades the air quality and the health of the adjacent forest and wildlife. It is so bad that some traffic must return to the valley without ever parking and experiencing the outdoors they came for. #2: Land use and land trades are an excellent vehicle to protect the forest and cope with increased population and demand for the mountain experience. I see land trades suggested only in a very limited way. I recommend in FCOZ and repeat: The various holdings of land in the Forest Service land pose a danger of development at some unknown future time. I believe those holdings should be traded for expanded buildable area at the base of the resorts. The resorts should be encouraged to develop outdoor summer facilities, what some dismiss as entertainment, to accommodate families with small children and the older or otherwise less energetic population. More trails are a lovely amenity, but with the increasing population, preserve those trails for able and knowledgeable hikers for the health of the forest. More diapers and poop piles behind more bushes on more trails is a crummy outcome. None of the above is addressed in the plan.</p>	Salt Lake City	2/21/2015
<p>#3: The presentations are not understandable to the general population which uses the canyons. The map being used shows landholdings overlaid on a very faint topo map with very few reference points understood by ordinary people. The mapping is only useful to backcountry users, and is only generating comment from them. Mapping this way seems to be a deliberate choice. The presentations include no in-hand paper maps or written work with which one could follow along, if places mentioned during the discussion were indicated with a pointer—which they aren't. Mapping should show roadways, resort areas that are built upon, and lift locations, so ordinary people can orient themselves to what is being proposed. [At minimum, mapping should be the new USGS High Definition. I hope the public response is considered in light of this. I don't believe we non-backcountry-using citizens are getting a fair chance to comment. #4 Very little substance is proposed. It's all up in the air for a second iteration. So far as I've heard at three recent meetings, the accomplishments are limited to: [a] No right-of-line development or incursion, which completely eliminates any kind of ground transportation between the west Wasatch and the east Wasatch except through a tunnel. [One Wasatch is announced to be "dead" at one meeting, eliminating a relatively cost-free interconnect which could generate massive revenues to the counties and the state.] [b] A multi-billion dollar train project is the preferred transportation method, to be implemented in circa 25 years. This was the intent before the project studies were undertaken; two years of study haven't changed the outcome. [c] No particular route been demonstrated. [d] The cost of the system is not discussed. Paying for it is not discussed except as a federal grant. [e] It is meant to serve Little only; travel to Brighton looks to take well over an hour, and though it is shown to go through Brighton it isn't clear that the route accesses the resort; there's no connection to Solitude or mention of access to the many recreation/trail opportunities there. [f] Two additional TRAX lines for access to the train are shown, at completely unknown cost. Federal funding is presumed? These are not discussed, though drawn and labeled on some maps. No parking spaces are indicated to access the TRAX lines. #5 There seems to be no planned disaster escape route from either of the dead-end canyons for at least another 25 years. Little has some lodging available in case of avalanches, but as more people live in the valley, more people can be day visitors trapped in the canyons. With beetle kill and less precipitation, fire is increasingly likely in the canyons. I can't give appropriate public input when most necessary information is "unknown" and the plan has no solutions for problems I know to exist.</p>		
<p>Dear Sirs,</p> <p>I already submitted some comments via the survey form, but now that I've examined the "blueprint" more closely, I have some additional comments and question:</p> <ol style="list-style-type: none"> <li>1. Why are you considering the construction of a Light Rail Line up Little Cottonwood Canyon before one up to Park City? You would think more people would be more apt to take public mass transit to a larger "urban" area such as Park City (and environs), than to 2 resorts in such a small confined area such as Alta and Snowbird. Why not consider a "mono-rail" system instead? Supposedly a monorail wouldn't require half as much surface disturbance or space to build than a Light Rail line. Besides, couldn't it just be elevated right above the existing highway or at the very least parallel to it?</li> <li>2. Why are you so anxious to build costly tunnels as connectors? Or even more importantly, why are the resorts so anxious to be connected? And at who's expense? Granted, tunnels are a better choice than more aerial tramways and/or lifts, (especially to keep the Lake Mary, Martha, Catherine and Grizzly Gulch areas as scenic backcountry areas intact) since the aerial methods would require all kinds of maintenance roads and more trees to be removed, etc., etc.. And how will the tunnel construction be financed? I'd say, since many of the transportation options seem to be benefiting the resorts the most - I would hope they are willing to "foot" most of the bills - especially for such costly ventures as tunnels.</li> <li>3. I sincerely hope that the proposed "increased environmental protection" of the backcountry areas truly means that - especially in terms of additional Wilderness designation of worthy lands, and that the proposed "trail-building" means only foot-trails in those "wilderness worthy" lands. Plus, I'm not sure I want to see any more "new" trails in the wilderness areas (not the potential wilderness areas) - as the Forest Service can barely maintain the current ones. However, just maybe, in the areas that do not qualify for wilderness, a few more mountain bike trails might be warranted.</li> <li>4. In short, I do support the notion of consolidating development into small or already impacted areas, and leaving the rest to remain natural. However, I can't help but feel that most of the heavy impact transportation options seem to favor the resorts over everything else. Granted, the public could use the transportation venues (instead of continually taking their automobiles into the canyons), and I support using public tax dollars to help finance new construction - especially a Light Rail to Park City. However, again, because the resorts seem to be the main beneficiaries of such "improved" transportation venues, they should be willing to finance them - especially the connecting tunnels, if they are approved.</li> </ol> <p>Thank you for your attention.</p>	Salt Lake City	2/22/2015
<p>To Whom it May Concern,</p> <p>I am blown away by the progress that has been made by the Mountain Accord. It has done an amazing job of creating an amazing view of the future of the Wasatch mountains that really provides benefits to many users.</p> <p>I am a frequent user of the Central Wasatch - in fact it is the reason that I, as a young professional with a graduate degree, decided to move to Utah. I mountain bike and hike in the summer, and ski both at the resorts in LCC and in the backcountry of both canyons during the winter.</p> <p>I am so pleased to see the ski areas on board with a proposal other than One Wasatch. This proposal will provide SIGNIFICANT benefits to the resorts - both in marketing, but also in that they will be able to further develop their base areas. The mountain accord proposal benefits the whole region and the whole - not just the ski areas.</p> <p>This will allow someone staying in Park City or at any of the resorts to easily access any of the other resorts. One Wasatch would take hours to get from one place to the other - not very practical.</p> <p>As a backcountry skier I am VERY pleased to see the level of commitment to increasing conservation of this resource. I would encourage the mountain accord to remove Grizzly gulch from development. Adding a lift of grizzly gulch would turn almost all of the backcountry skiing into "Side country" skiing from Alta.</p> <p>My main comments are:</p> <ol style="list-style-type: none"> <li>1. as stated early - please consider including grizzly gulch in the areas to be designated as public.</li> <li>2. One of my main uses of transportation from SLC to PC during the summer will be for mountain biking. What are the provisions on an express bus for bikes?</li> <li>3. I also commute from SLC to PC and all of these transportation options would have to be aimed for commuters as well as recreation.</li> </ol>	Salt Lake City	2/23/2015
<p>Clearly a lot of time and effort has gone into this effort. It is not the first. In the 80's I attended public meetings regarding development within the Canyons to facilitate an Olympic bid. I was one of a few attendees who did not have an economic interest. Proposals were eerily like the Mountain Accord and included interconnecting tunnels, elaborate traffic patterns, snow sheds, etc., all in the name of the Olympics. Mainly as I recall because of water issues these plans were scrapped and the Olympics were staged without impacting the Canyons. This proposal suffers from the same weaknesses. While lift service is given to recreational opportunities and the environment, it clearly is drawn to fit the ambitions of the resort skiing industry. This is a seasonal industry whose who season - Winter - is being shortened by climate change. There is a credible body of science that support the notion that this may not be a short term phenomenon. It is also an industry that caters to a small portion of the populace both nationally and local. This is simply a question of cost as the \$100 lift tickets is becoming common. I have been a frequent visitor to the Wasatch Mountains since the 70's. While I was first attracted to the skiing, I have learned to appreciate the year around attributes of this unique resource. In some respects the Summer and Fall season are just as enjoyable as the Ski season. For me it is what make Salt Lake City unique. Notions promoted by the Ski industry such as One Wasatch fail to recognize this uniqueness and its ability to provide for a broad section of the populace be it water, physical beauty, or just a place to escape from urban development along the Wasatch front. To compromise these attributes to satisfy the wants and economic goals of a few is simply misguided and should not be allowed. Admittedly the roads into the canyons are sometimes quite congested, it is most often the result of attractions such as "Powder Days." To try and meet this demand which often is gone by noon does not make fiscal or physical sense. It should also be noted that dogs are prohibited - rightly so - in certain canyons to protect the water quality. Yet this proposal envisions the canyons being a construction zone for many years which will certainly have a negative impact on water quality for generations to come. While there is no doubt that something should be done to deal with the impact of urban growth this proposal is inadequate for the reasons cited. Plans should be developed that retain the unique aspects so it can continue to be enjoyed by a cross section of the population and not just those who view it as a place to alpine ski. am a bit skeptical of request for comments on what seems to be a done deal. Hopefully this skepticism is not warranted in this case.</p>	Salt Lake City	
<p>Comments: Yes for it. Plan it- involve all constituents. Compromise some things so you can get some things. And get something instead of nothing. Use European model: transit, rail, lifts, funicular, gondolas. Be prepared to bond for public works. Be prepared to involve private investment/tolls- see Texas transportation corridors. Look at foreign investment: see McQuarrie Bank Australia looking at fiber optic. -Big Cottonwood Property Owner -Former Park City resident -worked for Deer Valley, Park City, ParkWest- Ski raced for Alta and Park City -historian, environmental conservationist, SL County/ State of Utah tax payer- both personal/business -political pragmatist, coalition builder, doer</p>	Salt Lake City	2/26/2015
<p>My comments come from the perspective of a father of several kids who lives locally in East Millcreek. Ski resort connectivity is great. I would rather have one ski lift between the canyons than 1000s of cars going up and down the roads to get between the resorts. I can't imagine, as a local, ever taking a lift from one resort to another. But I would be happy to see tourists doing it. The other day I took 4 kids skiing, including a 5 and 7 year old. There is no way I would do that on public transportation. It would be a nightmare to get all of their gear on a bus or train. If I couldn't drive, I wouldn't go (as a father of little kids). The cost of daily passes has me seriously thinking about choosing another winter sport other than skiing. It is very hard to justify paying almost the price of Disneyland to sit on a cold mountain and have my kids cry and ask to go home after a few hours. Why would I pay \$400 a day for that? Brighton is the only resort that has pricing that works for my family.</p>	Salt Lake City	2/26/2015
<p>To the Mountain Accord Stakeholders -</p> <p>First things first, I greatly appreciate the Mountain Accord process in that it has managed to get the majority of stakeholders at the table while allowing for public participation and comment. We're all in this room because we are hopeful for the future. I do feel that the four focus groups of environment, recreation, transportation, and commerce are the key groupings here and believe that they needn't always be in direct competition with one another. Rather, I'd argue that recreation, transportation, and commerce exist because of the environment - and in that way I feel that protecting and preserving the environment and aesthetics is central to the existence (much less flourishing) of the other three. To be clear - recreation, commerce, and development is present because of the Wasatch Range - and transportation corridors are there in support of those. Water quality and the natural beauty of the mountains is never enhanced by progress, it is only diminished.</p> <p>With that said, my arguments below are three-fold -</p> <p>Development - if any - should remain concentrated within the rough footprint of the existing bases of the mountain resorts. This reflects current ideas of urban planning (the idea of concentrated human habitation and business with broad reaches of open space.) Ski area (lift use) numbers demonstrate little to no growth in winter while backcountry use numbers are growing exponentially. The ski areas as they are now can accommodate current and future numbers without further incursion into the mountains. I would also comment that the mountain resorts here are quite good - but the real gem of the Wasatch is the world class backcountry. The Wasatch backcountry is truly in a league of its own with unparalleled ease of access to amazing terrain and 500'/snow/yr.</p> <p>Transportation - Transportation is the elephant in the room. The current one-person/one-vehicle paradigm is unsustainable. I support a rapid transit rail system complete with avalanche sheds going up both Big and Little Cottonwood Canyons as well as up Parley's to Park City. Strong disincentives should be in place for personal vehicles and not limited to simple financial disincentives. I strongly do not support a tunnel connecting Little/Big/Park City. The tunnel may test as convenient but at a significant aesthetic and monetary cost. I would rather see the rail system along the east bench of SLC connecting PC and Alta/Brighton than tunneling through the mountains.</p> <p>Environment - With a thirsty population estimated to double in the next 40 years, the watershed should remain inviolate. That said, valley water consumption should become more efficient - and despite not being part of the Mountain Accord Process - should be integral to the long term planning for the future.</p> <p>Thank you !!</p> <p>I am opposed to tunnel. Who pays for it? How does that help reduce traffic in the canyon(s)? Who wins? Builders, owners. Who gets the tunnel revenue? Allow no cars up Big Cottonwood Canyon. Park at bottom and take buses up to resorts. If car allowed it must pay fee to go up canyon or have at least 4 people in car. 2000 acres of private land in trade. Can the land be developed? If not, then what's the sense in trading? With reduction in car traffic (buses), why not suggest to resorts that they develop the large parking lots to whatever commercial enterprise they choose.</p>	Salt Lake City	2/27/2015
<p>I am opposed to tunnel. Who pays for it? How does that help reduce traffic in the canyon(s)? Who wins? Builders, owners. Who gets the tunnel revenue? Allow no cars up Big Cottonwood Canyon. Park at bottom and take buses up to resorts. If car allowed it must pay fee to go up canyon or have at least 4 people in car. 2000 acres of private land in trade. Can the land be developed? If not, then what's the sense in trading? With reduction in car traffic (buses), why not suggest to resorts that they develop the large parking lots to whatever commercial enterprise they choose.</p>	Salt Lake City	2/28/2015

<p>Thank you for this opportunity to provide comments on the Mountain Accord's Proposed Blueprint for the Central Wasatch. My comments are detailed below.</p> <p>I applaud and support the collaboration of stakeholders in developing a comprehensive land use plan for the Canyons and Wasatch Mountains. Please continue this good work. However, overall, I do NOT support the Proposed Blueprint for the Central Wasatch as it stands today because it does not sustain and support a vibrant economy, diverse recreational opportunities and it does not protect the beautiful and natural character, natural ecological systems, wildlife, and water of the Wasatch community. The proposed blueprint therefore fails to meet the vision of the Mountain Accord. The proposed blueprint should be substantially revised to implement the proposed land transfers, to remove any expansion of ski area boundaries, to remove any underground, overground or aerial transportation connections between the canyons and Park City, and to include the removal and restoration of Guardsman Pass Road.</p> <p>Cottonwood Canyon Scenario:</p> <p>I support the transfer of 2,150 acres of private ski area owned land to public ownership in exchange for 258 acres of public lands to private lands along the base of the canyon for base area management and future development. I think this is more than enough fair exchange due to the undevelopable nature of the 2,150 acres of private lands for the developable land gained.</p> <p>I do NOT support the transfer of 416 acres of public lands in the American Fork Canyon. These lands are not mapped and I do understand the rationale for transfer of these public lands into private ownership.</p> <p>I support an increase in the amount water used for snowmaking as long as it supports the overall best use and management of our drinking water and other water needs in the canyons and in the valleys.</p> <p>I do NOT support an expansion of the ski area boundaries by 210 acres. I think the ski areas should stay within their current boundaries. I do not want to see an over all increase in ski area boundaries except for a moderate amount of growth at the base of the ski area along the roads and existing development. The amount of skiable land with ski area infrastructure is already a high proportion and disrupts the natural character of the Wasatch. Any increase in this footprint would change the character of the Wasatch and limit other uses (wildlife habitat, natural area protection, bird watching, hiking, snowshoeing, cross country and backcountry skiing.</p> <p>Transportation</p> <p>I do NOT support any transportation connection between Little and Big Cottonwood Canyons to Park City.</p> <p>I do NOT support expansion or improvement of the current summer season Guardsman Pass Road. In fact, I support closing this road permanently and year round to any traffic. I propose ripping up the concrete, restoring the roadbed into the natural mountain landscape, and maintaining the restored natural and public land for hiking, snowshoeing, cross country, and backcountry skiing.</p> <p>I do NOT support building a tunnel to connect the Canyons to Park City for a light rail, for a rapid bus service, or for car traffic.</p> <p>I do NOT support building a tram, gondola or any other aerial transportation option to connect the Canyons to Park City.</p> <p>I support one Wasatch and putting a gondola up LCC not a train or tunnel.</p>	Salt Lake City	3/1/2015
<p>As long time residents of Salt Lake County and Lamb's Canyon, as well as people who enjoy the back country of Big and Little Cottonwood Canyons, we are very concerned about the current proposal because of the potential long term risk to the environment. This seems like an extremely important time to not act rashly.</p> <p>We are impressed with the proposed approach of the Wasatch Back Country Alliance to these issues, and agree that preservation of Grizzly Gulch is imperative. Questions that need to be answered in a very thoughtful way include concerns about lift alignment on proposed ski resort expansion, and transportation plan details (which could have an extremely dangerous effect on the environment).</p> <p>We trust the Wasatch Back Country Alliance in their efforts to negotiate a balance solution to these issues, and support their discussions and recommendations.</p>	Salt Lake City	3/2/2015
<p>I have submitted a couple comments previously, but I wanted to clarify and summarize my main points:</p> <ul style="list-style-type: none"> <li>- I am strongly in favor of the increased protection of undeveloped areas in the Central Wasatch, whether through the expansion of wilderness areas or the establishment of a National Monument.</li> <li>- I am strongly in favor of the focus on more efficient public transportation to the mountains to reduce traffic and emissions in the Central Wasatch. This does not mean that I am in favor of the construction of a train.</li> <li>- I am in favor of the improved trail system throughout the Central Wasatch, which will help people experience the natural beauty of our wilderness areas.</li> </ul> <ul style="list-style-type: none"> <li>- I am strongly opposed to allowing for potential resort expansion in the areas known as Grizzly Gulch and Emma Ridge. These areas provide easy access to beautiful backcountry terrain, and lifts in the area would rob thousands of SLC residents and tourists of that experience.</li> <li>- I am strongly opposed to the construction of a train from Little Cottonwood through to Big Cottonwood or Park City. This would be a tremendous expense, have a significant impact on the watershed, and destroy part of the wilderness quality of the upper Cottonwoods.</li> <li>- I am opposed to the construction of a train up Little Cottonwood. This seems like unnecessary development, in that I think improved bus service would do a comparable, if not better, job of improving the issues of traffic and emissions in the canyon. If the train were to be constructed, I hope that it would be constructed in such a way as to maintain the natural beauty of the area, not affect backcountry access, and keep the watershed as pristine as possible.</li> </ul> <p>Thank you for your consideration</p> <p>I am appalled at the proposed plans to build trains in our canyons!! Trains would be very detrimental to our canyon environment, and there is no room for trains without wiping out trails and rock-climbing areas. Furthermore, the sound of trains charging up and down the canyons would sabotage any outdoor enthusiast's experience!!</p> <p>Given that there are not many people riding buses, I can't imagine that there would be a lot of train customers (especially not enough to pay for this costly plan). If you really want to improve transportation, you should just add more buses at peak hours (and then perhaps more people will ride them).</p> <p>Given that the proposed plan is likely too expensive to execute, the more probable result will be Trams connecting resorts instead, which is also detrimental and ski-resort centric.</p> <p>Please count me in the "strongly disapprove" category for the proposed blueprint.</p> <p>Thank you</p>	Salt Lake City	3/4/2015
<p>Many of the sentiments among back-country skiers and hikers are anti-train. I think this may reflect the fact that their back-country experience begins once they leave their vehicle, and the thought of a train is unsettling to them relative to their time-honored car trip up/down the canyon.</p> <p>As a cyclist on the mountain roads, I deal with the continuous stream of vehicles, and I have a very different perspective. There is continuous exhaust from drivers in a hurry to commute to their back-country experience. There is also danger to cyclists, as demonstrated in a significant number of cyclist deaths from car collisions on canyon roads.</p> <p>If done correctly, a canyon train could create a cycling paradise in the Wasatch. The roads could be relatively vehicle free, and possibly even connect between canyons through tunnels. The back country skiers and hikers might write this option off as a commuter experience. It is not. Cycling through the Wasatch is a mountain experience in its own right. It is one that has been hampered by the vehicle- and exhaust-clogged canyon roads. It is also one that produces less fossil fuel burning since the commute to the mountain experience is born by the pedaler.</p> <p>Those conducting negotiations in the Mountain Accord should recognize the validity of the cycling experience. Trains should not displace cyclists from the roads. Those negotiating must consider, and protect, the possibility that trains will enhance the cycling</p> <p>I support the proposed recommendations for recreation and environmental protection. Of particular importance is the need to assess the impact of proposed development activities on habitat fragmentation and connectivity. Thus the importance of identifying wildlife corridors and assessing the viability of wildlife populations under the various development scenarios.</p>	Salt Lake City	3/4/2015
<p>I am opposed to the construction of a tunnel between Alta, Big Cottonwood, and Park City. This will only further add to congestion and adverse impacts on the environment and wildlife in the Cottonwoods. On the other hand, I do support the idea of light rail construction in the Cottonwood Canyon and between Park City and SLC.</p> <p>Thank you.</p> <p>As a Salt Lake Transplant, I have enjoyed so many aspects of the living on the Wasatch Front. I am a firm believer in the mission of Mountain Accord. I look forward to the day when I like many people will be able to experience the amazing ability to enjoy the experience of the connection of the beautiful Wasatch resorts. As a senior citizen or a handicapped person, I may not have the capability to "back country" ski. However, I truly look forward to this amazing experience during my lifetime. I also look forward to a time of less motor vehicle traffic in the beautiful scenic Big and Little Cottonwood Canyons</p>	Salt Lake City	3/7/2015
<p>Hey Folks,</p> <p>I understand the need for flexibility but the devil is in the details and this plan has not faced them yet. The exact alignments and modes of transportation are way too vague for me to support.</p> <p>Further, with dwindling participation and higher costs associated with changing weather patterns, the ski and snowboard industry is in trouble. Why should we tilt the wilderness/development balance toward a troubled industry? In the hope of winning a bigger percentage of a decreasing market?</p> <p>Mountain Accord makes a weak argument about describing how this plan benefits EVERYONE. I see how it benefits a relatively small industry with a questionable future and a handful of Summit County real estate developers. How does it benefit small to mid-sized valley businesses in tech, biotech, applied materials, health care, finance, and education, all of whom need to entice national caliber employees with the opportunity to enjoy an accessible, one-of-a-kind back country canyon experience?</p> <p>It is unfortunate that a single industry has been able to steer Mountain Accord so far from a conservationist approach. The tri-canyons are clearly a gem. The conversation should begin with how to best preserve and enhance it for generations by improving public transit and trail head facilities and other non-destructive access opportunities for use.</p> <p>One measure of the narrowness of Mountain Accord is that it fails to address the limited socioeconomic demographic that currently use the tri-canyon area. Where's the plan to offer this opportunity to a broader spectrum of the citizenry? Does this issue even register with the Mountain Accord agenda? Why is the most prominent feature the hope and prayer that we can sway a rich Texan from re-visiting Colorado?</p> <p>Thanks for your attention</p>	Salt Lake City	3/7/2015
<p>The main thrust of my comments is to preserve our beautiful canyons as perfectly as possible in the following ways:</p> <ol style="list-style-type: none"> <li>1) Make preservation of the environment and species of flora and fauna the prime mover of any decision or agreement, even if it means limiting the total number of visitors that may be in the canyons on a given day. If we do not protect the canyons, they will not serve us ecologically, recreationally, or spiritually in the future. I advocate the "precautionary principle" when thinking of putting in new features.</li> <li>2) Limit roads in and around our canyons and do NOT construct tunnels through the mountains. I see no need to connect the ski areas by road or transit. Skiers and hikers may want to ski or hike from one canyon to another. Keep the environment as pristine as possible.</li> <li>3) Do not put in trains or Trax, except perhaps to the mouths of the canyons.</li> <li>4) Limit cars on the canyon roads. Provide shuttle buses for hikers and skiers wanting to go up the canyons at times of great demand.</li> <li>5) Buy private property when possible and convert it into forest habitat and sustainable park areas. Remove the old cabins and houses.</li> </ol>	Salt Lake City	3/8/2015
<p>Hey Folks,</p> <p>I understand the need for flexibility but the devil is in the details and this plan has not faced them yet. The exact alignments and modes of transportation are way too vague for me to support.</p> <p>Further, with dwindling participation and higher costs associated with changing weather patterns, the ski and snowboard industry is in trouble. Why should we tilt the wilderness/development balance toward a troubled industry? In the hope of winning a bigger percentage of a decreasing market?</p> <p>Mountain Accord makes a weak argument about describing how this plan benefits EVERYONE. I see how it benefits a relatively small industry with a questionable future and a handful of Summit County real estate developers. How does it benefit small to mid-sized valley businesses in tech, biotech, applied materials, health care, finance, and education, all of whom need to entice national caliber employees with the opportunity to enjoy an accessible, one-of-a-kind back country canyon experience?</p> <p>It is unfortunate that a single industry has been able to steer Mountain Accord so far from a conservationist approach. The tri-canyons are clearly a gem. The conversation should begin with how to best preserve and enhance it for generations by improving public transit and trail head facilities and other non-destructive access opportunities for use.</p> <p>One measure of the narrowness of Mountain Accord is that it fails to address the limited socioeconomic demographic that currently use the tri-canyon area. Where's the plan to offer this opportunity to a broader spectrum of the citizenry? Does this issue even register with the Mountain Accord agenda? Why is the most prominent feature the hope and prayer that we can sway a rich Texan from re-visiting Colorado?</p> <p>Thanks for your attention</p>	Salt Lake City	3/9/2015
<p>The main thrust of my comments is to preserve our beautiful canyons as perfectly as possible in the following ways:</p> <ol style="list-style-type: none"> <li>1) Make preservation of the environment and species of flora and fauna the prime mover of any decision or agreement, even if it means limiting the total number of visitors that may be in the canyons on a given day. If we do not protect the canyons, they will not serve us ecologically, recreationally, or spiritually in the future. I advocate the "precautionary principle" when thinking of putting in new features.</li> <li>2) Limit roads in and around our canyons and do NOT construct tunnels through the mountains. I see no need to connect the ski areas by road or transit. Skiers and hikers may want to ski or hike from one canyon to another. Keep the environment as pristine as possible.</li> <li>3) Do not put in trains or Trax, except perhaps to the mouths of the canyons.</li> <li>4) Limit cars on the canyon roads. Provide shuttle buses for hikers and skiers wanting to go up the canyons at times of great demand.</li> <li>5) Buy private property when possible and convert it into forest habitat and sustainable park areas. Remove the old cabins and houses.</li> </ol>	Salt Lake City	3/4/2015

<p>Realtor Snowbird Pass Holder Township Planning Commissioner Back Country Skier 32 year County Resident and Taxpayer</p> <p>I have read the Mountain Accord Blueprint as well as other assorted other on line information I could find, attended the Cottonwood High School presentation and asked questions of those in attendance and last week I went down to the Salt Library and attended that presentation. I believe I have more questions than answers but these are some of my thoughts: It seems like the most pressing issue at hand is an over crowding problem in Little Cottonwood Canyon. Lots of parking on the side of the highway making for a safety problem and in climate weather leading to lost revenue to Snowbird and Alta. This problem along with a desire of all of the ski resorts to expand, keep from losing any possible business and the desire of the resorts to grow their brand, has lead to the Mountain Accord process. A high efficiency bus system, possible toll road and resort and canyon parking structures should be a first step. Having to pay for parking at the resorts and preventing or creatively discouraging single occupant vehicle trips should help solve the problem. What the plan really doesn't talk about is Little Cottonwood Canyon is quickly approaching its carrying capacity and efficiently getting many more recreationalist and tourists in LCC is not well advised.</p> <p>Environmentally and recreationally Little Cottonwood Canyon is Salt Lake County's primary asset and it can not and should not try to be more than that. It doesn't need to compete with Kennecott Copper economically or the ski markets of Colorado and California. The idea of importing skiers and riders in from tunnels, trams or trains from other access points seems like the hardest part of the plan for me to understand. Little Cottonwood Canyon has the best ski terrain, the best snow, the most scenic backdrop, it is Salt Lake County Water Shed and it has an overcrowding problem. The solution recommended is make LCC more accessible from new access points so the ski resorts can become more profitable and the Salt Lake County tax payers should pay or help pay for this. Or worse we can off load loads of the cost to Summit County in exchange for access and that Summit County can provide access to make more safe travel in I-80 to Park City and then travel to Little and Big Cottonwood via tunnels and trams</p> <p>Here is a vote for preservation of existing backcountry areas, especially including areas such as Grizzly Gulch, Emma's, Superior, Catherine's and White Pine that are relatively high up in the Cottonwoods. These are jewels of the central Wasatch. As things stand the Wasatch has a unique balance of readily accessible backcountry and world-class ski resorts, however further encroachment stands to compromise this delicate co-existence. Increased density/development of existing areas is a reasonable compromise, as well as transportation modalities such as train, bus or tunnel that increase connectivity while mitigating environmental impact. However these economic initiatives should NOT come at the expense of the wonderful Wasatch backcountry.</p>	Salt Lake City	3/9/2015
<p>Leave Little Cottonwood Canyon the beautiful heavenly place it is. Don't destroy this natural wonder out of greed and corruption. "No extra lanes, no trains, and no turning Little Cottonwood canyon into a transportation corridor and nothing more."</p>	Salt Lake City	3/10/2015
<p>Although we are located in Millcreek Canyon, the first two of our comments apply generally to the Executive Board's Proposed Blueprint. 1. Respecting Private Property Rights. The Executive Board's Proposed Blueprint does not include even a single statement about respecting private property rights. There were express statements made in some of the committee reports, but they have been excluded in the proposed Blueprint. Is this the "balanced" approach that MA purports to be taking? Even FCOZ, with its broad restrictive provisions and intent, includes references to respecting private property rights. Revising MA's Blueprint to expressly state that it intends to respect private property rights is extremely important not only today but for the way that future government officials will interpret MA's intent. So if MA's Executive Board really means to respect private property rights, then you need to say so. The restrictive zoning statutes in the canyons, as increased by FCOZ, already make private property repairs and improvements extraordinarily difficult. A truly balanced approach would not make necessary repairs or desirable improvements even more difficult for private property owners to achieve.</p> <p>2. Broadening the Definition of "Diverse" Recreation. MA says that it is promoting diverse recreational activities, yet its definition of "diverse" is limited solely to athletic and exercise activities. That is a narrow definition, not a broad one. Working in Millcreek Canyon every day, we can testify that only a small percentage of the hikers and joggers in the canyon are over forty. Only a slightly larger fraction of the hikers are over fifty. So MA's current definition of "diverse" is limited primarily to young athletes and to exercisers. What about the much larger portion of the population that is over forty, disabled, or non-athletic? Aren't they entitled to have a definition of diversity that includes them too? One of the most pleasurable ways for people of all ages and abilities to enjoy the beauty and relaxation of nature is to eat meals in a rustic setting among the mountains and trees. The National Forest Service and other federal and state park administrators recognize the recreational importance of eating outdoors by virtue of the large number of picnic sites that they maintain. Yet eating in a rustic setting is not limited to picnics. People of all ages and abilities also find it particularly enjoyable to dine in a more formal setting, especially if it includes a lodge-type building and beautiful waterfalls, as we have here at Log Haven. Celebrating birthdays, anniversaries, weddings and other special events in such a setting is a form of recreation that is available to everyone. In addition, this type of dining is used as an important recruiting tool by local businesses and the University of Utah to attract the talent that they need to maintain and improve the economy. So we ask that the Executive Board expressly include picnicking and outdoor dining as diverse and desirable forms of recreation in MA's final Blueprint. This is particularly relevant for Millcreek Canyon, given its proximity to Salt Lake City and its long history of supporting both picnicking and outdoor dining.</p> <p>3. Making the Millcreek Shuttle System Optional Rather Than Mandatory. The Executive Board's Proposed Blueprint includes the creation of a Millcreek Canyon shuttle service as one of the easiest and fastest projects to implement. Yet the success of any such system will be determined by its details. One of the most important aspects of the proposed shuttle system for Log Haven and its owners is that the system be optional rather than mandatory. As local governments and transit systems realize better than anyone, very many people will just not give up their cars and use public transportation today. While governments have the financial resources to slowly educate people, private owners do not. So we fear that any public shuttle system that would completely exclude driving would have a devastating impact upon our business and land ownership. It would likely constitute a taking for which fair market compensation would be required. We do not want to see that day, and we hope that you do not either. Therefore, we ask that the final Blueprint expressly specify that the proposed Millcreek Canyon shuttle system be optional. Thank you for taking our concerns seriously and for making the preceding revisions in the final Blueprint.</p>	Salt Lake City	3/10/2015
<p>Following are my comments and feedback on the Mountain Accord Blueprint proposal. I'm a 51 yo married male, Salt Lake City resident for 20 years, work for healthcare IT company in Lehi, Wasatch Front resident for 20 years, married, 3 children. Entire family are active hikers and skiers (Brighton, Snowbird). I also regularly hike, mountain bike and backcountry ski in Mill Creek and Big &amp; Little Cottonwood Canyons. Transportation These elements I strongly support: +Improved bus service and schedule in canyons. Current bus service in BCC and LCC is far from optimized. +Add Mill Creek Canyon shuttle/bus service. +Charge per-vehicle fee in Cottonwood Canyons, as done in Mill Creek Canyon. Consider raising per-vehicle fee in Mill Creek Canyon to encourage bus/shuttle use (if implemented.) +More/better parking at or near canyon mouths. These elements I'm strongly against: -Train. Not necessary. Huge, impact, huge expense. This reeks of developer-boondoggle. (Maybe we should relocate the prison up Big CC??) -Tunnel. Again, not necessary. Mainly a marketing point to tout to ill-informed out-of-state tourists. Huge impact, expense. Recreation These elements I strongly support: -Extended multi-use, non-motorized trail network in upper Big &amp; Little Cottonwood Canyons. These elements I'm strongly against: -More inter-resort connections, a la Ski-Link or One Wasatch. This schemes serve no purpose beyond marketing hype to ill-informed out-of-state tourists, and negatively impact terrain, trails and scenic beauty. Thanks for considering my input! To Whom it May Concern -</p>	Salt Lake City	3/11/2015
<p>Please leave Alta and the surrounding areas open and accessible to the public. We don't need loads of unfettered commercial development ruining what is a pristine and cherished part of our Wasatch range. I plea with you to consider the consequences, aside from the economics to the private developer(s), of such a marked change. Thank you for your help in this matter.</p> <p>Mountain Accord: I am a native Salt Lake resident, and I have been recreating in the Central Wasatch for over 40 years. I and my family are heavy recreational users of the Wasatch Mountains where we ski and snowboard at the resorts and in the backcountry, as well as hike, run, and mountain bike in the summer. I applaud Mountain Accord for its efforts to preserve the Wasatch and its precious resources while accommodating increased growth and use. Thank you. I recognize that there must be compromise in dealing with all the competing desires of the different interested parties, and, for the most part, I think the proposed Blueprint addresses many of these issues. I do have the following concerns/comments/suggestions: 1. Ski resort expansion should be limited. The existing ski resorts are world-class AS-IS, they do not need to be connected or expanded to make them better or draw more people to Utah. The Wasatch's terrain, snow, access, and people make these mountains a destination spot. It seems that those whom want expand the resorts into a mega-Euro resort, are those whom may not even ski and simply believe that bigger is better and that by having a mega resort will draw more people and create more development, jobs, etc. The backcountry is already very small, and the number of backcountry users is rapidly growing. Open space and quality backcountry must be preserved. People should have the opportunity to get into the mountains without having to purchase a lift ticket. The ski resorts already have most of the best terrain and they should not be able to take any more. Mount Superior and Emma Ridge must not become part of a ski resort. Neither should Grizzly Gulch (see below). Additionally, I am concerned that by adding more chairlifts, especially those that connect multiple canyons, we create additional access to resort side-country that lures inexperienced resort skiers and riders into the backcountry where they easily can get into dangerous avalanche terrain without proper equipment and training. 2. Grizzly Gulch should remain backcountry. Due to its location and terrain, Grizzly has historically been a portal for a variety of backcountry uses (alpine touring, cross country, snowshoeing, free-ride jumping). Some of my first backcountry outings were in Grizzly Gulch in 1988. I've since returned many times accessing Patsy Marley, Wolverine Cirque, Twin Lakes Pass, and Silver Fork. I also have taken two of my sons on their first backcountry tours in Grizzly Gulch. Just last week, I spent the afternoon with my twelve-year-old son in Grizzly Gulch where we conducted avalanche training. I recognize that much of this area is private property, however, the current land swaps, as well as water rights and transportation improvements, seem to be giving Alta more than enough in exchange for keeping Grizzly Gulch free from resort expansion. 3. Alta should not be allowed to expand given its anti-snowboarder policy. If Alta is allowed to expand, Alta's current no-snowboarding policy also expands. Alta's policy is outdated and prejudicial towards approximately 40 percent of the "skiing" population. Over the last 20 years, more and more resorts have opened their lifts and terrain to snowboarding, promoting harmonious relationships between skiers and snowboarders. Only three resorts worldwide remain that prohibit snowboarders from accessing their mountain. Hopefully, Alta's discriminatory policy will change in the future, but if Alta expands without changing its exclusionary policy, we will be taking a step in the wrong direction by actually increasing ski-resort terrain that is closed off to a significant percentage of the winter-sports recreating population. For more information on this subject and efforts to change Alta's policy, visit <a href="http://wasatchequality.org">http://wasatchequality.org</a>. 4. The summer trail network needs to be expanded and improved. Park City and Draper City are good examples of creating, improving, and maintaining trails. Salt Lake's Bonneville Shoreline Trail, as well as the Millcreek trails, are heavily used and need expanding (installing more trails that can be designated up and down traffic, or designated bike/pedestrian trails). LCC and BCC could use more trails suitable for mtn biking. While I am generally in favor of preserving wilderness, I am reluctant to ask Congress to designate additional land as wilderness unless mountain bikes can be removed from the mechanized definition and allowed in wilderness. 5. Transportation needs to be improved in all canyons. Mass transit should be developed and encouraged to make the canyons more accessible and less congested. If a rail system can be implemented economically in LCC, it would not be opposed. However, I question how disruptive and cost-effective this would be. I would like to see the roads improved, with wider bike lanes, additional passing lanes for increased bus use, and avalanche passage ways. I think a rail system from Salt Lake to Park City would be a worthwhile addition, as would a rail system along the East Bench from the U of U to Sandy or Draper, allowing better public transportation to the canyons.</p>	Salt Lake City	3/11/2015
<p>I was busy filling out my comments on the online form provided when I accidentally clicked on the DONE button before I was finished. I can't find any way to retrieve the survey form and complete it properly, so I guess I will need to do it via this email. Most of my comments had to do with the transportation alternatives. For the Little Cottonwood Canyon/Park City area, I am very much in favor of alternatives A and B, and opposed to alternatives C and D. I am opposed to alternative C because of the visual and environmental impact it would have: I am opposed to alternative D because I do not think we can provide the long term transportation solution necessary without additional transportation infrastructure like alternatives A and B would provide. For the SLC Airport to Park City via I-80 Corridor, I favor alternative A or B, and I am opposed to alternative C because of the slower transportation times as stated in the document. For the Summit County Connectors, I think either of the proposed alternatives would be fine. Overall, I am strongly in support of the Mountain Accord process so far, and am very impressed with the proposed Blueprint. I will continue to support the process as long as all parties continue to negotiate in good faith.</p>	Salt Lake City	3/12/2015
<p>Congratulations and a heartfelt thank-you to all who have contributed to the Mountain Accord process. Overall I support and agree with the proposed blueprint's key observations and proposed actions, in each of the four focus areas. The one area where I would reserve judgement until the findings of further financial, engineering and environmental analyses are available is, inevitably, the proposed rail link between Little Cottonwood Canyon and Park City. This is a very large undertaking that will significantly change both the way we access the Wasatch alpine and the experience we have once there. It's also a lot of money. I absolutely hate the need to contemplate change on this scale and in these places, but I acknowledge the need. I understand that the ski areas want some type of interconnect in exchange for their undeveloped lands, and I think a set of road / rail links is preferable if they largely preserve the current resort boundaries and the side country frontiers between them. The road / rail links will probably be necessary even if lift connections proceed. As a Wasatch skier (resort and backcountry), hiker, and part-time recuse for almost 40 years, I understand and accept (grudgingly) that within the tri-canyon area, at least, population growth will inevitably drive new user fees, access restrictions, and other unwelcome changes. I think the proposed blueprint is a sound attempt to wrest the best possible outcomes from the change we can't control. I'm just not sold on that rail line yet.</p>	Salt Lake City	3/12/2015
<p>Obviously a lot of hard work and imagination went into the proposed blueprint. The residents of salt lake valley are fortunate to have such a collaborative effort in place. As the plan moves forward I would like to ask that the recreational opportunities of the free flying community be protected. I am a member of local organizations representing paragliders and hang gliders, speedfliers and speed riders, and basejumpers.</p> <p>As board members may be aware Utah is a world class destination for these sports and participants travel from around the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been notated as under consideration for enhanced protection.</p> <p>Flying sports in the wasatch can easily be documented to be a usual and customary use and have taken place for decades. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however we rely on access to multiple hillsides and mountain tops to launch or jump and various areas in the canyon bottoms for intended or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace.</p> <p>However we feel a potential threat from the mountain accord project. This is a shame because most of the projects goals and values are shared by members of our organizations. Many of us are also avid climbers backcountry skiers ultra runners and hikers. Some like myself are also property owners in the wasatch.</p> <p>Unfortunately almost all of the federal land managers controlling wilderness, national monument, and national park land have severely restricted or more often prohibited paragliders hang gliders and basejumpers. Generally we are lumped in with powered aircraft. Very often our pilots are aggressively harassed and commonly criminally prosecuted for both intentional and unintentional use of our public. This does not occur with land managers who administer national forest and BLM land.</p> <p>The wasatch is unique as our use of these lands will predate any change in designation and we expect to have continued access to our land.</p> <p>Our organizations would like a part of the discussion about land designation changes and to secure the right to continue our recreational use of our lands.</p> <p>I work, recreate, and own a homesite in the canyons. I moved to Utah years ago to enjoy the recreation and quality of life. I would appreciate the chance to discuss this facet of future proposals in greater detail with members of the executive committee.</p> <p>Thank you for all your hard work.</p>	Salt Lake City	3/12/2015

<p>I'm impressed with the comprehensiveness of the Blueprint. It's complicated, but the challenge is complex, so "complicated" is what's called for.</p> <p>My main concern is that the use and enjoyment of the Wasatch wilderness must not be restricted (intentionally or unintentionally) to an elite audience of entitled outdoor enthusiasts. Wilderness is inspirational and it must be accessible to everyone. ☺</p>	Salt Lake City	3/12/2015
<p>As somebody who lives in Salt Lake City and has to deal with the negative effects of smog, I do have a positive position on this project. My biggest worry is just the idea of a train up LCC again. As somebody who partakes in outdoor recreation all throughout the year in little Cottonwood, it seems that a train through the canyon floor could take away from the feeling of escape and seclusion that the canyon can provide. However, the red snake that we see going up the canyon every powder day or the unavailability of parking in the summer contributes to this loss of escape as well. While the idea of the train may be a bit unsettling, the benefits that would come with it seem to be worth it. I hope that the next phase of this project is implemented as some point as it is obvious that we have some</p>	Salt Lake City	3/12/2015
<p>I am a veterinarian who moved to Utah with my family 15 years ago for all the skiing, climbing, mountain biking, and hiking that the Wasatch have to offer. I have seen the Wasatch change and have become reacquainted with the issues. These are my formal comments regarding the "Blueprint" put forth by the Executive Board.</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>- I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train, and it could do such for both Cottonwood Canyons, and also could be done for Millcreek and American Fork. Also between Kimball Junction and Deer Valley, the Canyons, and Park City.</li> <li>- Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>- Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>- Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system.</li> <li>- Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>- The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>- Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>- Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>- I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>- A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>- Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints, and side country avalanche accidents are more common.</li> <li>- The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>- The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study). The access to Park City is increasingly difficult, it is not a good alternative way to access the Cottonwood</li> <li>- The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed, putting pressure on Wildlife, ...) that point is misguided at best and badly misleading and irrelevant at worst. The</li> </ul>	Salt Lake City	3/13/2015
<p>2nd response:</p> <p>Yes- for Mt Accord/one Wasatch</p> <p>Use Euro Model: Mt Rail/Funicular Example: Val d'Isere France Connect- resorts by lift. Keep Little Cottonwood thru Mt. Funicular Leave Little C wilderness area alone. Interim canyon traffic- bus system.</p> <p>Seek Public/Private funding- public bonding private tolling? Use State of Texas Dept. Transportation example. MacQuarrie Bank Australia. Look at Europe resorts. Federal funding- anticipation of future Olympics?! Use UTA funds in canyon instead of street car in SLC?</p> <p>Good luck-</p>	Salt Lake City	3/13/2015
<p>I am not thoroughly familiar with all of the arguments underlying potential Blueprint alternatives. Still, from an intuitive standpoint as a Salt Lake City resident, I favor transportation improvements as a main focus of future development.</p> <ul style="list-style-type: none"> <li>• Systems such as year-round bus transportation or mountain rail would be convenient for residents and tourists.</li> <li>• By facilitating easy travel between resorts, this could create a unique ski experience with secondary economic benefit.</li> <li>• By reducing vehicular traffic, we could all enjoy the environmental benefit of better air quality.</li> </ul> <p>I am opposed to the ONE Wasatch ski lift proposal.</p> <ul style="list-style-type: none"> <li>• I think that further development would degrade the experience in an already busy backcountry ski area.</li> <li>• I worry that the price for a ONE Wasatch pass would make it inaccessible to most skiers, tourists and residents alike. It would be interesting to see data on how many of the \$3000-4000 Ski Utah silver and gold passes are sold, and what proportion of all season passes sold this constitutes.</li> <li>• I also worry that relatively few skiers would be able to take advantage of the resort interconnections in a single day, because it would take a great deal of time to travel between resorts using the proposed connections. As a starting point, it would be interesting to see data on how many visitors pay extra for combined Solitude/Brighton or Alta/Snowbird tickets.</li> </ul> <p>In short, while I think we all benefit from better transit into the mountains, I don't think the mountains need more commercial development.</p>	Salt Lake City	3/13/2015
<p>Thanks for your consideration Thank you for the opportunity to submit comments. Environment System The Environment System is the most important to pay attention to. It is vital to preserve the environment of the Wasatch. We depend on it for a clean water supply. It is aesthetically important to preserve natural values. We, the local citizens love the wilderness parts of our Wasatch. We need to preserve these serene, unspoiled areas to allow us to find some peace and quiet, and to recharge our souls. Do not let these wilderness areas become less wild, even if that means making some land exchanges. Transportation System Any development of the transportation System must be carefully monitored so it doesn't run amok. Please avoid construction of trains or aerial trams. They would overly mar the visual and aesthetic appeal of these charming canyons. To support a peaceful Wasatch, please reduce traffic, by increasing parking lots in the valley and increasing bus access. Only buses should be allowed in the Canyons, with exceptions for emergency vehicles, delivery trucks, and maintenance crews. Also, increase bus service up Parley's Canyon to Park City and Deer Valley Resorts. But make sure they go by way of Parleys, rather than slicing right through our Wasatch. We don't need additional parking places or roads in the Wasatch. That just robs more of the scarce open land that is left. Most of all, please do NOT allow interconnects between ski areas, especially if they link one canyon to another. That would make our precious little Wasatch Mountains seem even tinier. That shrinkage would greatly reduce their appeal. They are not a toy to be tinkered with. Recreation System The Recreation System should give equal rights to backcountry users. Keep plenty of areas where we love to travel by our own power (not using ski lifts, helicopters, or other mechanized transport) can still have an enjoyable outing. We need to have a place where we can get far away from the sights, sounds, and smells of machinery. We need this to stay sane in this noisy, fast-motion world. Also, please focus on building more trails in areas such as the Bonneville Trail System on the benches, so there are still plenty of places for mountain bikers to go, without overrunning the Wasatch. Wherever mountain bikes are allowed, the trails will need extra layers of maintenance due to the erosion caused by the bikes. Economic System The Economic System should focus on buying up tracts of land to preserve them from further development. It will only get harder and harder to do this as time goes by. Save the land now, before it is too late. Charge entry fees to help pay for this. ☺</p>	Salt Lake City	3/13/2015
<p>Thank you for soliciting public comment on the proposed blueprint. Here are my comments:</p> <ol style="list-style-type: none"> <li>1. I do not support infrastructure development in Little Cottonwood. LCC was deemed as too ecologically delicate for infrastructure development during the 2002 olympic game assessments, and has not become less so. I agree that access and traffic are issues. I would support a fee for personal vehicles entering the canyon (with an annual pass option, like in Mill Creek Cyn), and enhanced shuttle service and base parking facilities. I would ask that shuttle services accommodate dispersed backcountry users, at least at common backcountry/climbing trailheads. Building a billion dollar taxpayer subsidized train is NOT something that I support - the ski resorts should be fronting that cost. Expanding the road will have profound ecological impacts and may destroy many popular and classic backcountry problems. I do NOT support this either. Finally, I think either of these options also jeopardize the ecological integrity of this important watershed area. Water is already a precious resource in our city, and I do not support additional development in the cottonwood canyons that would jeopardize its quality or availability.</li> <li>2. I do NOT support development up Grizzly Gulch. As a frequent backcountry user up Grizzly, this is one of Utah's best backcountry access points. To have this area developed by ski resorts would be a great loss to me personally as well as to the backcountry community.</li> <li>3. I do not have a problem with additional snowbird developments in American Fork areas. I do NOT want to see Snowbird expand into White Pine.</li> <li>4. I do not support extensive retail development in Alta - I think many people who visit Alta do so to get away to a quiet place, NOT to go shopping. Furthermore, I do not support any plan in which the Alta Base parking area would not be open to backcountry users for free.</li> <li>5. I DO support the construction of snowsheds in LCC to help with snow and avalanche management, as a viable alternative. I do NOT support a tunnel connection between Park City and the Cottonwood canyons.</li> <li>6. I think it is of utmost importance to preserve the ecological integrity of our delicate mountain areas. As an alpine ecologist myself, I am happy to provide further information and commentary on the ecological effects of development and transportation infrastructures.</li> </ol> <p>The Wasatch backcountry is an amazing resource and a key reason why so many of us love to live here. Please do not allow it to be over developed like the Park City areas.</p> <p>Thank you again for the opportunity for public comment, and please do not hesitate to contact me with any questions</p>	Salt Lake City	3/13/2015
<p>I am a 20 year resident of Salt Lake City and I regularly trail run, ski, rock climb in the Cottonwood Canyons. I am an environmentalist, but I am in favor of connecting the resorts and improving public transportation in the canyons. I like the One Wasatch plan, and would love to see a mountain rail system, perhaps with tunnels beneath the mountains to allow skiers to ski between the resorts and then hop a train back to their hotel at the end of the day, or to shuttle their luggage to a new hotel in a new valley. A rail system would likely be better for the environment than alternatives.</p>	Salt Lake City	3/13/2015
<p>Thank you for seriously evaluating the future of our precious mountain environment and allowing for input by citizens.</p> <p>I have long heard of plans to connect the area resorts and plans to operate a train in Little Cottonwood Canyon. I am a Native Utahn and consider my Wasatch Mountain and nearby outdoor access to be a large factor in my decision to remain in Utah. I have also lived in Vail Colorado and travel extensively with my family. I love calling Salt Lake home! I am avid hiker and skier, I am a timeshare owner in Park and Snowbird and my family has owned a cabin in Albion Basin since the 1970's. I drive our roads, share rides when I can, greatly appreciate our area public transportation and I make effort to conserve water at home and at my rental investment properties in Salt Lake.</p> <p>I attended a public hearing at the Salt Lake Library and had the opportunity to discuss proposals of Mountain Accord with my guests on a recent stay at Snowbird. In general, these are our conclusions:</p> <p>We are generally in favor of land swaps, allowing resort area development in exchange for private land within or contiguous to public land outside the resorts being set aside and left undeveloped. Expansion of Snowbird further into American Fork Canyon is acceptable but recognize it may be more of a business gamble than a public concern. Park City private development benefits very few, only those who can afford to buy luxury housing within the ski areas. Big Cottonwood Canyon development is perceived among my contacts and me to be an improvement to the resorts but should in no way be allowed to encroach on back country areas and should be limited to control watershed quality.</p> <p>The transportation alternatives are very concerning and have the largest consequences by allowing increased access and use of the Canyons rather than just limiting automobiles. To an extent, the current roads and parking capacity in Big and Little Cottonwood Canyons are already self regulating. The road capacity limits use, expanding access either by increased road traffic or a public alternative will increase use.</p> <p>We can see that a train up Little Cottonwood Canyon would solve some problems but can't imagine how it would be feasible. If resort guests take a train from the Salt Lake International Airport or anywhere in the city, they can't possibly take the local train with dozens of stops along the way then transfer to another train capable of the ascent to the resorts with luggage and ski gear. Are train porters and train compartments part of this concept? What about getting from "train stations" at the resorts?</p> <p>The largest concern of the train proposal is connecting Big and Little Cottonwood Canyons to the 10,000 beds in Park City. They have lots of room and incentive to continue building and developing without restriction, the Wasatch Canyons shouldn't be part of their recreation plan when poor ski conditions force them to look elsewhere and the easy access through the mountain makes a collection of individual decisions an easy one. The Wasatch Canyons shouldn't be parceled out like seats on an airplane for luxury first-class options available for those who can afford to buy them. This will only serve to increase use of our canyons, especially for those who can most afford it.</p>	Salt Lake City	3/15/2015
<p>I live in Salt Lake City. I strongly oppose bulldozing through Cottonwood Canyon. The skiers will find their way up to the slopes on buses. The devastation to the Canyon and Environment is unforgeable. The effect on locals and future generations cannot be undone. Money and greed seem to be the motivating factors. Do Not Let This Happen. ☺</p>	Salt Lake City	3/15/2015

<p>Please accept my comments in your discussions about the Wasatch Mountains:</p> <p>Mountain Accord is doing a disservice to our community by calling this project a "blue-print." That term implies a highly technical and detailed drawing of future construction. With a nod to my scandinavian heritage, I would hope that the current status of your meetings is more at a smorgasbord phase — there are a lot of ideas out on the table at this point and the chef is interested to see what's popular with the crowd. So I'm trying not to fall into the pessimistic attitude that other people with power and influence are making deals and have a blueprint all arranged to which I'll have no say.</p> <p>My main concern is the character of Little Cottonwood Canyon. Yes, there are more people using the area than ever before. Yes, there are lawsuits and user conflicts. Yes, the ski industry would like to take over the entire Wasatch, if allowed. But still, let's try to give the mountains and canyons what space they have left as well as we can. Let's preserve the canyon as-is so we don't slip into incremental "improvements" that would leave an area that is unrecognizable by grandchildren from their times spent up there with grandparents. Let's let the green and rocky world up there push us back — traffic jams, lack of parking, and cramped access are ways of having us pushed back. It was agreed, after all, that Big and Little Cottonwood were eliminated from the 2002 Olympics as venues because there would be too many people up there to handle. If there are too many people, so be it.</p> <p>If Mountain Accord is dead-set on declaring a transportation crisis, I feel that imposing drastic changes such as a rail-line and tunnels in Little Cottonwood is the wrong way to try to solve the "problem". Rail is a connotation of urbanization and these canyons must not be urbanized. Adding infrastructure, hubs and more utilities there would irreversibly ruin Little Cottonwood by trying to jam too much stuff into it, even if mitigation and negotiated land transfers elsewhere are tempting.</p> <p>Is Mountain Accord using Little Cottonwood to buy indulgences? I don't like the idea with its questions of who would pay, who would benefit and then you have a canyon that is changed dramatically. Conflict is part of life — deal with it as part of your jobs. But don't use Little Cottonwood for leveraging or as a bargaining chip for legal settlements or political strategy.</p> <p>Use the roads that we already have and use the buses we already have. Let the canyon push back hard with enough congestion and users will accept bus service. All it'll take is a level of frustration or, if our leaders want to be proactive, mandatory or dedicated bus transit.</p> <p>I appreciate the time, energy and passion you're putting into trying to determine the future of this part of the Wasatch. Your alternatives are the result of much analysis, communication and consideration. Thank you. But please keep your hands off Little Cottonwood. I</p>	Salt Lake City	3/15/2015
<p>The website was awkward to use and I found that I really could not figure out what was going on until I read comments from environmental groups who generally are not enthusiastic about the proposals. If you wanted more unbiased feedback, the site should have been more user friendly.</p> <p>I found it difficult to make intelligent responses to the questions on the website. They are asking whether the plan(s) meet the stated purpose and need. That seemed a futile exercise in semantics more than a place to express an opinion. There is no place to question the purpose and need, or to substitute a more meaningful one.</p> <p>However, I think I understand the proposals to the point that I can make the following comments.</p> <p>I am adamantly opposed to any form of interconnect between the two Cottonwood Canyons and between Park City and either of them.</p> <p>If a train, or light rail is permitted, it should follow the existing roadway and substitute for vehicle transport. Surely that would be more exciting for tourists and using the same roadbed would be less damaging - and hopefully less expensive.</p> <p>There should be no avalanche sheds in Little Cottonwood Canyon. It is geologically unique for the Wasatch and the viewscape should be preserved.</p> <p>Preserving the environmental values and stability of the Cottonwood Canyons should be the first priority, not just on esthetic and moral grounds but because it is our watershed. Drought is not a rare event in this part of the world. More destruction of the water collection and absorption system is madness. This probably means that access will of necessity need to be limited at some time in the future.</p>	Salt Lake City	3/15/2015
<p>Hello,</p> <p>I am a Salt Lake City resident and have been a partner for 43 years in an outdoor specialty store, Wasatch Touring.</p> <p>We rent and sell human-powered outdoor equipment for Nordic skiing, back-country skiing, biking, kayaking, and hiking. Our customers come from all over the world. They comment on the pristine beauty of our Wasatch Mountains. Often Europeans mention that they come to Utah because it is not over developed with ski lifts crisscrossing every mountain. In the Wasatch, they can ski in an area one day and tour or skate ski the next, without leaving the range. For this and other reasons, I believe we should have controlled and limited development in the Wasatch Mountains.</p> <p>Now is the time to protect this precious resource for clean drinking water, dispersed recreation, wildlife and the beautiful, undeveloped vistas for future generations.</p> <p>Transportation We could solve the traffic congestion problems by developing a bus system that is efficient and affordable. Some buses could drive directly to the ski areas while others could stop at side canyons for dispersed recreation. A simple, efficient, and affordable bus system could solve the problem.</p> <p>Charging people to park up the canyon may discourage people from driving their vehicles, but I feel having an incentive might be more powerful than a penalty. I would not recommend widening the canyon roads or installing trains or tunnels. This solution is too expensive and has a detrimental environmental impact on a sensitive watershed.</p> <p>Recreation The Wasatch Mountains provide many ways to recreate. Our focus should be to protect the undeveloped land for dispersed recreation. We no longer live in an era where bigger is better. Today, you can have a unique skiing experience at eight different ski areas all within one hour of Salt Lake City. Connecting the ski areas may seem like a good idea for marketing Utah as a destination for downhill skiing, but it will have a major negative impact on all the other forms of recreating.</p> <p>Economic Wasatch Touring's vendors that have moved to Utah include Petzl, Black Diamond, Rossignol, Solomon, Marker, Voile, Alps, Suunto, Quality Bicycle Products, and Specialized Bicycle. They chose this area because their products are used in the mountains and their employees enjoy playing in the outdoors.</p> <p>I approve of land swapping and developing the ski areas at the base for accommodations, restaurants, and cultural options that will draw people and revenue to the business's year round.</p> <p>I don't want ski areas to expand with ski lifts or mountain-top construction, such as the eyeseor on Hidden Peak. Adding more ski lifts won't improve the quality of the skiing experience and will increase the cost of lift tickets. By preserving and protecting the land around the ski areas, businesses can build a new clientele offering year-round, alternative forms of outdoor recreation and mountain activities.</p> <p>Environment The best thing we could do for the environment of the Central Wasatch would be to protect it. We have a valuable resource that provides us with our drinking water and a habitat for wildlife and alpine vegetation. This fantastic natural landscape in proximity to a major metropolitan area is unique and offers an escape from the busy mechanized city life. This sanctuary of undeveloped landscape offers a connection with life in it's natural state and provides solace to all that have the opportunity to hike its trails.</p> <p>By concentrating future development at the base of the ski areas we can protect the surrounding environment (plants, animals, and water quality) for all of us and future generations.</p> <p>"Mother Nature should be respected with reverence." Edward Abbey</p> <p>Thank you for reading my comment.</p>	Salt Lake City	3/15/2015
<p>I live in Salt Lake valley and am both an Alta season pass holder and an avid back-country skier. The following are some comments on the proposed Wilderness Accord Plan:</p> <p>1. Alta Ski Lift Company Land Swap</p> <p>A. The Grizzly area (Twin Lakes Pass around to Emma) where Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to eventually develop lifts in the area. While this would be a loss to the thousands of hikers, runners and backcountry ski and snowshoers who use the area it would also have the effect of turning Silver Fork into difficult to access backcountry at best and Alta Ski Lift sidecountry at worst.</p> <p>B. The interested parties wishing for expanded development in the Alta base area are not in line with what the skiing public values in Alta. They presume that we as users wish there were more shopping, dining and man-made recreation opportunities. We like Alta the way it is: relatively undeveloped with public lands and public access for all.</p> <p>C. The swap may include all the public parking in Alta. If such a deal goes through, all users of the surrounding National Forest Land would be required to park on land and in lots owned by a private owner. It is possible that this parking eventually could either be restricted (in winter to those purchasing Alta lift tickets for example) and/or require a parking payment, summer and winter, to park and access the surrounding public lands. I strongly oppose any change that would limit public access to public lands.</p> <p>D. A land swap opens the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb.</p> <p>Currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undeveloped parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped areas should remain public in order to insure access to the surrounding public lands for future generations.</p> <p>2. Transportation:</p> <p>I believe that the best and most economical near-term solution to the transportation issues up Big and Little Cottonwood is an expanded public UTA bus system. If there were regular buses running up both canyons 7 days per week every 30 minutes, this more-convenient schedule would result in increased ridership. Furthermore, a toll booth should be set up at the mouth of each canyon and charge \$10 for each single-passenger car and \$5 for each multi-occupancy vehicle. The tolls collected should be used to subsidize the cost of these additional buses (ideally generating enough \$ so that there would be no bus far charged).</p> <p>Thank you for your consideration.</p>	Salt Lake City	3/16/2015
<p>Below please find my comments regarding the proposed "blueprint" which I do not support. I do not support it because I think it strikes a balance which favors private economic incentives over public conservation and enjoyment value. The Utah ski industry has built a faulty foundation on the premise that more development is better and "enhances the skier experience." When the truth is more development devalues the user experience and an individual's connection to the mountains. I find it ironic that a room full of 8 year olds fully grasp the conservation lessons of the Lorax but grown-up spending hours working up glossy slideshow presentations just don't get it or probably more accurately, won't admit it. I understand that is an oversimplification but there is no doubt to me that private financial interests are at the wheel and the public gets taken for the ride.</p> <p>Transportation Until UTA optimizes the utilization of bus service it is premature to implement something as expensive, intrusive as a train or fixed guideway in LCC. I have been advocating to UTA for years to have bus service which goes directly to a particular resort or access point in the canyon. I want to use public transport but I don't want to do a lengthy tour of Snowbird when I am desiring to go to Alta Central. Sometimes small changes can have significant benefit. The lane change and merge at Entry 1 and 2 was genius and has substantially improved downhill traffic flow. The number of days of the year that traffic is really a problem in LCC are relatively few and primarily a weather/avalanche issue. If interlodge is in effect, is the train going to be taking people up the canyon? Unlikely. Also, you need to incentive public transport by rewarding riders — free or inexpensive travel and discouraging drivers with tolls/season driving passes/min number of vehicle occupants at certain times. We do not need trains or tunnels.</p> <p>I have adopted the following comments from someone more intimately involved in the Mountain Accord process. I support and agree with these comments::</p> <p>Recreation</p> <ul style="list-style-type: none"> <li>I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill until the tram runs and then it becomes downhill).</li> <li>Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> </ul>	Salt Lake City	3/16/2015
<p>To Mountain Accord,</p> <p>I am a local skier, hiker &amp; climber. I have been trying to learn what I can about the Mountain Accord blueprint and it has me scared. It seems to completely disregard the rapidly growing contingency of backcountry skiers and snowshoes as well as the millions of annual hikers who visit the Wasatch Mountains year round. I do visit resorts, and I am ok with Solitude and Brightons' plans, because these areas are very easy accessible side country already; but Alta's plans will really hurt prime safe backcountry terrain and wouldn't add much value as a lift access skier. I have skied that terrain many times and it is great as a back country skier because the avalanche conditions are easy to predict and relatively safe, however it is less than interesting terrain when using a lift. I believe this area should go under some kind of permanent protection.</p> <p>I am also scared of the transportation plans. I support a dedicated bus lane and increased shelter from avalanches in Little Cottonwood Canyon. I am afraid that a train will not be convenient for backcountry users (skiers, snowshoes &amp; hikers) who stop at locations other than the resorts plus I fear the price of riding the train, due to the enormous cost of implementation, would be too expensive for most families. I am in favor of dedicated bus lanes and increased avalanche mitigation with snowsheds and/or bridges over slide paths. I think an optimized year-round bus Rapid Transit for both canyons would provide better service to both the ski resorts and backcountry (dispersed) users on a year-round basis than a train. I am also in favor of a per-vehicle fee, with a daily and annual pass available, for the canyons. This could help subsidize the optimized bus system, a much needed increase in parking at the base of the canyons, and reduce the bus fare, incentivizing bus use. I am highly against the LCC/BCC tunnel. I don't think it would solve any problems and the enormous cost does not warrant any benefit from it. I am also in support of a year-round bus shuttle system for Mill Creek Canyon.</p> <p>I understand that the ski resorts need to make money with a fickle enterprise like snow, especially given global warming. I support enabling the ski resorts to utilize more water for snowmaking; I support adding potential land and altering zoning for additional development at the various resorts' bases; and I support enabling the ski resorts to expand their summertime activities within their existing footprints. I just want to make sure that the resorts do not expand at the expense of environmental and backcountry terrain preservation.</p> <p>Given my opposition of a train, tunnel, and Alta's expansion into Grizzly Gulch, I do not support the "blueprint" in its current form. I am hopeful that a more reasonable balance can be found between the resorts and the precious and amazing resource that is the Wasatch Mountains.</p> <p>Thank you for your time.</p>	Salt Lake City	3/16/2015

<p>Dear Mountain Accord</p> <p>I am a Mountain and Ski Guide who works for Utah Mountain Adventures, the Utah Avalanche Center, the American Avalanche Institute and the American Mountain Guide Association. I represent a large group of backcountry skiers and snowboarders, both professional and our clients who also love skiing the Wasatch backcountry. I moved to the Wasatch from New Zealand in 1999.</p> <p>Below, in blue, are my comments regarding the issues that are important to me, my colleagues, friends and guests to the Wasatch:</p> <p>Transportation</p> <p>I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</p> <ul style="list-style-type: none"> <li>• Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>• Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>• Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>• Current and future UDOT plans to add passing lanes on Hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>• A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>• Tunnel connections would create more de facto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>• The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers (\$500 per Utah resident apparently - not exactly fair).</li> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski</li> </ul> <p>Thank you for the opportunity to offer my comments regarding the Mountain Accord.</p>	Salt Lake City	3/10/2015
<p>I was an Alta resident for 10 years and have worked there for 25.</p> <p>I believe that the Mountain Accord LRT alternative makes a great deal of sense for many reasons and completely support it. The plan exhibits forward thinking our children will thank us for.</p>	Salt Lake City	3/16/2015
<p>Comment on Mountain Accord Blueprint: It would be hard for anyone to argue with the idealism of the Accords mission and vision. However the blueprint falls short in several particulars. There are many laudable goals: protecting the environment, resolving land ownership, managing, improving air quality, dealing with the canyon traffic mess to name a few. Many of the more clearly articulated recommendations in the blue print show the heavy-handed influence of ski resorts interests. Should those recommendations be the basis for ensuring phases the resorts would be the big winners with the public paying the bill. The blueprint makes many assertions about the future direction of canyon management with little cited to substantiate it. In the many steps that lie ahead the blueprint will heavily influence future plans for the Wasatch. Because of the lofty goals and purportedly open Accord process the public is expected to put inordinate amount of faith in the integrity of the recommendations. Economic: The resorts are certainly consequential, but the greater interests of the adjacent communities are subordinated to the narrow goals of a resort industry determined to build a nonpareil destination ski complex on top of the heart of the Wasatch Range. The highest priority for considering the fate of the tri-canyon Wasatch core should be protecting the watershed. With water resources likely to be even more taxed between population growth and a potentially declining quantity of water due to climate change protecting water should trump everything else. The second priority should be to sustain the easy access wilderness-like recreation and accessible resorts for Wasatch Front residents. Population growth along the Wasatch Front will continue unabated, and those future residents deserve a recreational landscape comparable to what is available today. It is a unique quality of life that has and will continue to be an important factor in attracting business and industry to the Wasatch Front. The economic value of what happens in the valley is incomparably greater than the value of the ski industry. Make the value of the mountains to the communities next to it the driving priority for planning. What resorts want from the plan might seem modest to some, but their real impacts would be far reaching. What is sought is the invitation to dominate the upper Cottonwoods and turn the area into an industrial recreational landscape dominated by luxury accommodations served by an extravagant transportation system built at taxpayer expense. More importantly the area is finite and cannot accommodate the resort expansion, which is not necessarily in size, but deservingly towards a destination ski orientation. Transportation: I am guessing that the Transportation group's biases in Little Cottonwood Canyon are bus rapid transit (BRT) and light rail (LRT). Both BRT and LRT are fused to the tunnel now proposed to connect Big Cottonwood Canyon and Park City. I agree that the best transportation alternatives need to be considered, but I don't believe that much of a case has been made for the tunnels. The "escape route" argument is largely a fiction since it has virtually never been a problem. Local users choose to go up one canyon or the other because it leads them to their destination. I consider the tunnel idea along with the tram as largely self-serving for bigger aspirations of the LCC resorts. While an enhanced canyon travel reliability resulting from the construction of snow sheds a feature of both BRT AND LRT the argument for tunnels has even less validity. Make the tunnels idea separate from BRT AND LRT. Alternative C is One Wasatch, interconnect or whatever you have offered to the public as a serious transportation alternative. Really? When has a gondola ever been an efficient way to move large numbers of people? The fact that this even made it to the final four serves to reinforce my suspicions about the impartiality of the whole Mountain Accord process. I do not believe that most (being locals not tourists) have no interest in traveling from BCC to LCC, or to Park City by gondola. The system would be under utilized, superfluous and unsightly. Alternative D Transportation System management Alternatives strikes me as the most potentially reasonable if I only knew what it means because it is so vaguely described as to be largely incomprehensible. I am assuming that it might at least be its most fiscally responsible alternative. If read correctly it means try the obvious and easily achievable things first: Why not start there? Less costly solutions might prove to be sufficient for a significant amount of time. Increasingly expensive and complex plans can always be proposed for the future if justified. With destination skier numbers declining nationally, climate change, and the Wasatch Front population growing exponentially what looks attractive and reasonable now may make less sense ten years from now. Costly transportation systems usually make essential connections for users like home with school or workplace. Improvements in transportation between Park City and the Salt Lake Valley at least meet the definition of essential.</p>	Salt Lake City	3/16/2015
<p>Hello,</p> <p>I visited a public venue on this for a couple hours and have a lifetime in the Wasatch with family and friends. I have a few comments on specific items proposed.</p> <p>1) Transportation:</p> <p>UTA rep said, in response to query about the current buses to ski resorts not being used that much, that UTA would increase service hours, frequency and days of operation.</p> <p>That is exactly the opposite of what they have done in Salt Lake County over the past several years, where they start by cutting days of service, then hours of service and then frequency. I've been riding UTA for 44 years. They do have some good drivers. They are not to be believed. They lack accountability and are careless with funds.</p> <p>More people in Salt Lake wait for UTA to get out of the way than ride it. They destroy traffic flow with their dream of rail everywhere. At least when a bus goes by, the entire roadway is left available for traffic. UTA is not the answer. They propose rail lines to Park City and Park City doesn't want to be a destination end. They propose extra lanes up the canyon (where?) when UDOT cannot even put in a decent bike lane. I asked why anyone would ride UTA up canyon. He said that they would have incentives like charging a bunch to park in the canyon at least at resort lots. Then it came to cost. I asked how much it would cost to take a family of 5 on a canyon hike, should one be able to get on/off at the needed spot. He said it would be \$5.50 per person each way. \$55 for a family hike. I asked how often he would take his family on a canyon hike at Alta rates. He said never, it would cost too much.</p> <p>2) It seems that the entire thrust is to get more money from tourism and the heck with people who live here. These lands are not Utah's to make a mess of. They belong mostly to the American public. Your plans mostly cater to the business interests. They have full time people who push and work for their companies. They only have to win a battle once and it's over. The public has to win every time or they lose another piece forever. Already Snowbird is floating their next planned assault with a tram from Tible Fork to Mineral Basin. I have watched them for going on 44 years in their plans, one step at a time as they change the precious lands to their liking. If you want to encourage people to drive hundreds of miles to get away from the commercial mess and expense that you propose, then don't already have the plan. The charm that brings people to work and live here is more the nearby, easy to reach, affordable open spaces. The canyon business side is corrosive to this. Sure, some locals can afford those places, but not most. And many who can afford it don't indulge in that lifestyle. Some of your consolidation plans may be OK. The Wasatch is more than just three big canyons. You need to also keep access or create access to more of the front. Private entities are always trying to close off access to public lands along the front. Look at Heugis Canyon. The same owners are making the sign indicating the closure of a street sign to discourage people from finding it. Ferguson is still available for now. What about the mountains between Emigration and Parleys, where there is some good hiking to be had. How long will the little access now there last? Preserve nearby lands and the health and happiness of the people in Salt Lake will flourish. Don't let business set the path. Their stock holders couldn't care less about what is preserved for local folks.</p> <p>3) Millcreek established a fee that wasn't too onerous. AND, the canyon improved / recovered beautifully. Of course in the Cottonwoods all the home owners, businesses and all their patrons would be exempt, so it wouldn't be at all fair. Those two canyons are different.</p> <p>If you busy to business, then the next generation may never know what they missed. Bet we know what the outcome is. Just like in research park and the museum. Public comment is a nuisance hoop to jump through. In the end the politicians can be bought and the public, too busy to make cover all the bases, will lose. Just look so far up there. Do not let anyone touch more of the Crest Trail Area. It is precious. HANDS OFF.</p>	Salt Lake City	3/16/2015
<p>Dear Mountain Accord,</p> <p>As a member of the Environmental Systems Group, I wanted to provide a specific comment on Snowbird's possible expansion into American Fork. Throughout the Mountain Accord process, the Environmental Systems group was concerned that the resorts "not get a free pass". Clearly, there is a need to concentrate development - but those areas of high use should still be held to a high environmental standard given where they are located, e.g., riparian areas, wetlands, and alpine meadows.</p> <p>So, if Snowbird is allowed to expand into American Fork, what was previously National Forest and subject to federal environmental review, would be governed by Utah County regulations. I don't believe Utah County has a review process that is equivalent to NEPA. So in order to protect important environmental values in American Fork, I would recommend that a "development-by-design" process be a condition of approval. That process would require an inventory of sensitive resources and the avoidance of sensitive resources when possible. If avoidance is not possible, then minimization of the impact. If that isn't possible then off-site mitigation.</p> <p>Thanks for the opportunity to comment!</p>	Salt Lake City	2/11/2015
<p>My thoughts on the proposed blueprint: I am disappointed in the Cottonwood Canyon Task Force process. To have an open, transparent public process capped with a closed-door negotiation, kept secret from the rest of the Systems Group Participants, negotiating issues that were never brought before the Systems Groups, casts doubt on the entire process. I have been asked about the process and if it is true that the Mountain Accord outcome was determined by development interests prior to starting the process and, based on the recent Task Force developments, the answer is not clear. I am encouraged to see that concepts that generated little controversy, such as an expanded trail network and the Millcreek shuttle, made it into the Blueprint. I am concerned about the fixation on the train option in LCC. It is my understanding that that was a condition dictated by the resorts, driven primarily by marketing concerns out of fear that buses were far cheaper and easier to implement but were associated with poor people and trains were far more complicated, expensive, and cool. If that is the case, it only seems fair that the resorts would pay for a significant portion of the cost to implement a train system, a scenario that is hard to imagine. Other issues with a train:</p> <ul style="list-style-type: none"> <li>• Can it be built without adversely impacting the watershed?</li> <li>• Will it provide adequate stops to service dispersed recreation or will it only stop at resorts?</li> <li>• How will locals get from home to a point where they can get on the train and where will they park?</li> <li>• Can we afford the cost and will the cost be born by the public to benefit a few private entities?</li> </ul> <p>These are massive unknown issues and all potential show-stoppers. I don't understand how we can commit to a train without understanding the consequences better. I'm not necessarily opposed to a train, I just feel that selecting this option with so many unanswered questions challenges our credibility and allows for a complicated situation should the train option not prove feasible. All the Systems groups agreed that connecting the Wasatch Front and Back with aerial lifts was not a transportation option and the Blueprint FAQs state clearly that aerial lifts were rejected. Yet an aerial lift is shown in the Blueprint. Most of the proposed Environmental and Economic "actions" described on page 3 are vague and not actually quantifiable or actionable. The Transportation proposed solutions are a mix of actionable items and vague aspirations. Prioritization of issues doesn't seem to be addressed. For example, I think most Wasatch residents would agree that maintenance of a sustainable water supply outweighs all other concerns combined. The only issue of obvious high priority in the Blueprint is economic development. Trading away water for development and snowmaking without seeing a credible engineering analysis alarms me. Perhaps that action will not significantly impact SLCC water supply, but I don't see how we can even put that option on the table without understanding the consequences. Again, if that is part of a grand bargain and doesn't prove to be feasible, what happens to the rest of the agreement? The public questionnaire is vague and poorly written. I have low expectations for the quality of the data it produces. The projected growth in non-local skier visitation is not supported by ski industry data, either nationally or locally. It was my understanding that we are trying to accommodate growth in use, but the blueprint is clearly intended to promote growth. There is a significant difference between those two objectives. In general, it appears to me that the resort and development interests are the big winners in this process. The public loses water quality and quantity, pays the bill for an enormous public works project intended to promote resort use targeting non-locals, loses backcountry terrain, and gains a little over 2,000 acres of land that is largely unsuited for commercial development. The resort and development community gives away land of questionable value in exchange for subsidized transportation and promotion and the ability to further develop an area that the public has repeatedly shown a desire to preserve. The one piece of land that public opinion seems to support preserving as undeveloped public space, Grizzly Gulch, has been removed from the bargaining table. Maybe the most discouraging aspect of this process is the sentiment, expressed publicly by several Executive Board members representing special interests, that they don't feel bound by this process - if the outcome is not in their favor, they won't be bound by it.</p>	Salt Lake City	2/25/2015
<p>I am in favor of permanent land swaps that will ensure the preservation of the watershed and backcountry skiing terrain. I am opposed to any tunneling or lift transit development. Costs to the environment and taxpayers would be far too high.</p>	Salt Lake City	2/25/2015
<p>I think the current bus system could be much better. I like the idea of \$5 or \$10 to park at the resort. If buses were faster, direct and more frequent, I (a season passholder for Alta for ten years) would be much more inclined to use. Or \$10 to drive solo. Carpools are free at Jackson for 3 or more people and you pay for driving with 2 or 1.</p>	Salt Lake City	2/25/2015
<p>I do not agree with connecting Park City with Big and Little Cottonwood Canyons as it will turn the entire area into a massive ski resort and destroy the natural beauty that makes the Wasatch Front wonderful. Let's not turn our mountains into a big business. I think the National Forest being so close to the city is a big asset to community development. We don't need to "develop" this area for our city to thrive. Having a place to get away from development is a huge asset and brings people to our pretty, great state.</p>	Salt Lake City	2/25/2015
<p>I feel like the Mt Accord has a good vision to try and preserve our fantastic wilderness. I am especially concerned that the areas of Grizzly Gulch, Flagstaff and Superior to NOT get developed. I think that would be absolutely horrible. For the transportation - why aren't buses more of a consideration than the train? Buses up LCC and BCC that run more often (no 2 hour time period where there is no bus!) and buses that go straight to Alta (rather than all the stops at Snowbird) would be great. A heavy parking price at the ski areas might help this. But you would need buses often and buses that would stop at all the backcountry ski areas (literally everywhere) for it to work. Also... a bus system up Millcreek would be fantastic but parking would be a problem. (maybe a bus from the gate area?) Also, why not a heavy parking fee for if you park up in Millcreek to help pay for the trails... I do like the proposed trails and the proposed bike lines by the canyons - Please fix the One Wasatch ski link. That would be horrible and the Wasatch just isn't that big. Thanks for all your work!</p>	Salt Lake City	2/25/2015
<p>I would like to know what the plan is for Grizzly Gulch/Flagstaff/the entire ridge. Do the resorts plan to expand there. I notice that Hidden Canyon is planned to be developed/expanded. But what about Grizzly Gulch? Shouldn't that be in Red (expansion). I have a hard time believing they will not go there, or at least try.</p>	Salt Lake City	2/25/2015
<p>I really like the idea of the land transfers between the upper mountains and resort base areas. I am very opposed to an interconnect (One Wasatch) lift system. I think the proposal strikes a fair compromise between the resorts and the public. I would like to see Snowbird restricted from developing areas originating from Utah County. Make bus service very frequent and charge tolls in the canyons (the license plate readers, not a toll booth) to subsidize these service improvements.</p>	Salt Lake City	2/25/2015
<p>You are going against the expressed wishes of most of the citizens of the Salt Lake Valley. You have a large coalition of organizations aggrieved with the Wasatch Mountains. Including the Transportation Group and the Ski Industry who have come up with a complex of compromises with a little bit of what "everyone" wants - a dream team comes up with a "Dream Plan". However, we must protect the watershed, limit cars and enhancing the bus service. Protect the mountain vistas, streams and forests and the ski industries do not need more land and more skiers! Don't touch Millcreek. No interconnect please. Don't let the ski resorts put in more lifts. We should use wilderness eminent domain to reacquire and delegate their undeveloped land.</p>	Salt Lake City	2/25/2015

<p>The more I look at this Blueprint the more it stinks. As a backcountry skier/hiker the ski area expansion and resulting backcountry use will be devastating. No Grizzly Gulch is a deal breaker. The cost of the rail project to Utah taxpayers would more than offset any benefit of the tourist industry. The environment plan doesn't take the impact of climate change seriously. We're going to chop up and overdevelop our watershed as water becomes more scarce and polluted. Winter tourism is going to drop off dramatically as winters become warmer, ultimately this appears to be an elaborate giveaway to the tourism industry at too high a cost to the rest of us. The simplest solution is to put snow sheds on LCC road and close canyons on peak days to cars and run dedicated shuttle buses. Chopping up the Wasatch into smaller how should the future of the area be decided? It should be decided by the people who live there, not by some distant bureaucrats.</p> <p>As an equestrian, I am concerned about the shrinking areas for equine use in our canyons. It is disturbing that equine use is not even mentioned, or apparently not even a consideration for future use or trail development in the Mountain Accord proposal. Horses and trail riding are a vibrant part of our local economy and recreation interests. They (horses) are an important part of our western history and should be encouraged and supported in their use, lest we wipe out this choice for future generations. My equine enthusiast friends, neighbors and riding club members need more and improved trail access. Equine use should not be an afterthought.</p> <p>Please NO ski connect. Please NO train up the canyon. Preserve our rustic wilderness. Once it is disturbed, it will never be restored to its original beauty.</p>	Salt Lake City	2/25/2015
<p>With population density being greater on the east side, and past bus service being less, or, having fewer hubs and bus service lines for me as an east side resident, I BEG you to see that "the proposed Central Wasatch Blueprint" does not service the existing population density, sadly, in proportion to what is a reasonable transit concern.</p>	Salt Lake City	2/25/2015
<p>Trains are absurd, lets use existing resources and establish a real bus system first. Its good we are addressing the population growth but this plan is over doing it... like on steroids/HGH/Epo overdoing it. Most of this is catered to visitors, while the majority of Wasatch Front users are locals. Lets set a REAL plan together before wastine millions on Enviro studies that will lead to nowhere.</p> <p>If the ski resorts were to be connected it would create massive problems. If you had lifts or any kind of transportation connecting Brighton and Solitude or Brighton and Alta, it would destroy the beauty and breathtaking recreation of Lake Mary Duke Catherine, Train Lake, Guardian Pass etc. It would destroy the opportunities families have to experience the natural beauty of nature. We need to protect those areas at all costs. And don't even get me started on the noise. Second if we put trains or mass transportation vehicles going up and down the canyons it would ruin all the ambience. The canyons would lose so much plus the mass transportation would be expensive for our community. All of this will be coming out of tax payers' wallets. All the new implants would destroy the canyons and their majesty. The ski resorts have expanded enough. Please stop worrying about improving our canyons with "upgrades". Please focus just maintaining our canyons keeping them natural and beautiful without major lifts or trains/mass transport. These canyons mean so much to me and I want to be able to enjoy them for the rest of my life and I want my children to enjoy them as well. Implementing the use of trains and lifts as well as tunnels will destroy our wonderful canyons and mountains. Please do not do this.</p>	Salt Lake City	2/25/2015
<p>The problem with a train is that they use friction to work so it could be problematic with snow in the winter. To solve that I think monorail should be considered even though they are harder to repair.</p>	Salt Lake City	2/25/2015
<p>I'm a teenager at Wasatch Jr. High and one of the greatest parts of my day is looking up to the mountains. If we do anything it should be with preserving the majesty of our mountains in mind. I think we should minimize the effect of the transit up the canyons by using tunnel systems. That way people can still get up into the mountains without harming the ecosystem. I also believe keeping watershed areas is important. We depend on the mountains for our water and if we end up destroying our greatest water supply we could end up in trouble. I think its important that we keep up tourism also, because it is such a huge part of our economy. I know that my thoughts are all over the place I apologize for that, it's just that this is very important to me. I plan to grow up in this area and I want to preserve the natural beauty of our state.</p>	Salt Lake City	2/25/2015
<p>Don't like the idea of the tax payer funded bullet train through LCC when 7% of residents ski... and this could be serviced by a better valley public transit system with each canyon, individually, served via better canyon public transit; AND... a bullet TO/FR SLC and the P.C. area (i.e. RT, 80). Let the residents and valley benefit from state-of-the-art public transit that avails all-year-long environmental impact of clean-air (i.e. light rail, etc.) and resort/canyon service as lefs off of this phenomenal linking web of valley transportation. I suggest changing the focus to THIS to enhance our resident's as well as tourist's experiences! Thereby each resort and canyon will retain its own unique integrity!!! Hey...I like this idea more and more :)</p>	Salt Lake City	2/25/2015
<p>Transportation route expansion is difficult to lead with. Specifically connecting Little Cottonwood Canyon to Quinn's Junction in any way. However small the connection road/tunnel/ram it opens up the loop from I-80 to Little Cottonwood. I don't remember the last time a road in Utah has not been expanded by the state over time. Take 224 in Summit County for example. It was one lane in each direction at one time. Transportation connectivity always seems to benefit commerce and development and environmental protection over time. Environmental protection is a priority for me. Let's let sleeping dogs lay and protect the land between Little Cot. and Quinn's Jct. or as much as we can and not propose transportation connection which will open the fates for resort integration and thus residential/commercial development in open space. Thank you.</p> <p>1) We need short term transportation and parking solutions. 2) What I hear from the presentations are 5 to 15 year concept plans. 3) Bus service has gone downhill for Snowbird and Alta in the last 2 or 3 years. 4) Parking is problematic - Require bus service for ski races) 5) Need 2 or 3 year plan!</p>	Salt Lake City	2/25/2015
<p>Please don't allow the unique personality of Alta to be diluted, made into what it is not, by a train/tunnel through to LCC and then to BCC, PC/D.V. The uniqueness and greatness is going to suffer, if people want to go there, please provide/consider transport STRAIGHT there... not through, or, via linking LCC to everywhere else. This reeks of the possibility of the exploitation of Alta to the epic pass, or, entitled skiers who may very well financially benefit... not LCC... but outside "pockets" (think VAIL associates...)</p>	Salt Lake City	2/25/2015
<p>The Wasatch Mountains are NOT the Alps. We would like to retain the individual personalities of the different resorts. We do not want to connect Alta-Brighton and Park City. The traffic problem might be alleviated by express and more buses and a user fee. Resorts have agreed to no expansion (in the 80s). Do not allow ski lift expansion. Don't forget - there are summer users who do not appreciate chair lifts (and roads). Thanks for the hard work.</p>	Salt Lake City	2/25/2015
<p>Please allot a per-skier-lift-ticket dollar amount to the forest service... as well as fee-per-campers". The forest services presence if uber under present and available. I have called the wildlife representative for wildlife concerns at the ski area of Alta, left several messages, and later learned there is 1 person in charge of a very large physical area... of course I did not get a call back, and, likely, the wildlife is advocating for did not get the care/advocacy it deserved. "I believe the private company collecting camping fees in LCC will not contribute more than what is owed to the forest service as the focus of our trail transportation expansion."</p> <p>It is my experience and insight that there is increased pressure from Millicreek Canyon permit holders to influence public use of Millicreek Canyon. In particular I refer to the citing of dog-on-leash issue in its entirety. So, I am bringing this issue up in a comment, hopefully that I find a progressive and open-minded, unbiased, representation that this issue is reasonable to consider in the master plan of all that is being addressed: Dogs and open space and off leash. Plus... we're not being consistent with our permits (for example there is a HOUSE up Millicreek Canyon that is certainly outside of the original spirit of the permit...and, actually, MANY for that matter). Should we really subsidize their evolved exclusive use of forest service lands...Please address and support the limits in the Forest Services budget. And what's up with that pipe up/down the side of the creek on the road w/ all the "cabins" that again are VERY outside of the permits' criteria'.</p>	Salt Lake City	2/25/2015
<p>"If you build it - they won't necessarily come". I have been taking the UTA "ski" bus to ski in Little Cottonwood Canyon for approx 8 years. Some observations: - very few skiers luf ALL of their equipment to the resort on the bus. They leave lockers at the resort where they store their equipment. Very few bus riders pay for a bus ticket. They are employees or season pass holders who ride for "free". I would not ride the UTA bus unless I had a season locker at the resort and it was free. So...simply putting transit in will not in itself change how people get to the resorts to ski. It is too big of a logistical nightmare for skiers/boarders to pack their vehicles with gear, unpack it at a transit stop, lug it to the bus/train, unload it at their destination, and find a comfortable spot to "dress". Then repeat this whole process on the way out. Bottom line - their must be incentives to use public transportation. Such as: - free rides on public transit - fees for parking a private car at resorts - convenient means for loading/unloading gear on transit (UTA buses do NOT currently have these) - accessible day lodges at resorts with lockers for storing gear/lunches etc. - quicker access to the resorts. One final thought - UTA does a horrible job of scheduling buses to the resort. There are 1/2 empty buses and over-crowded buses simply due to their scheduling.</p>	Salt Lake City	2/25/2015
<p>After looking at proposals at the Mountain Accord Open House at Skyline High School and basing it against years of experience of enjoying the Canyons (Big, Little, Millicreek Parleys) I have many concerns. Namely, watershed, overdevelopment and transit alternatives. It concerns me to link the ski resorts via chair or tunnel. It seems it would take away the unique aspect of each resort. The Olympics in 2002 went well without ever touching Big and Little Cottonwood Canyon. When I go up into the Canyons with family and friends to either board, ski, bike, hike, camp or relax I do not like the idea that it will turn into a Disneyland experience by having over-head chairlifts or manmade tunnels or skiers in the backcountry that did not work to get there. It also is a pleasure to know where our water comes from and "Less is more" when it comes to natural resources. Thanks for holding the open house and hope and trust our love of the Wasatch Range and the unique area we live will be kept in the forefront of the decision process.</p>	Salt Lake City	2/25/2015
<p>The proposed adaptive management plan for environmental resources seems to be a very difficult thing to put together and implement - but so crucial! Because these resources cut across so many political boundaries - city, county and agencies there needs to be a way to look at these resources in a way that transcends these divisions while also respecting them at the same time. Perhaps these environmental resources should be cast more as "ecosystem services" - those services that ecosystems provide for human well-being (but overlap for after living things too). This would include both economy and environmental factors and help us understand where the tradeoffs lie, but also be easier to communicate their status, value, and future trajectory to a wider audience - non-scientists, policy makers, business developers, etc.</p>	Salt Lake City	2/25/2015
<p>I would like a say in how the ski resorts develop and what kind of development they have, (e.g. condos, restaurants, etc., environmental impact of development). I oppose connecting the ski areas above the ground I would live all development to consider environmental impacts. Trail expansion - have you considered expanding trail network around the Bonneville Shoreline Trail? I like connecting transit to trails. I like transit, although it has to be fast or people will drive. Trax on Foothill would be great! I oppose expansion of solitude into Silver Fork - please preserve backcountry skiing. Equitable access is very important. I really like the proposed expansion of env. protection, could go bigger. I also really like the proposal to expand and improve trails. I like the train up the canyons, particularly Parley's Canyon to Park City. I also think this is a great way to reduce car traffic, I am curious about the environmental costs associated with more cars (as pop. increases) vs. installing trains. Have you considered only train (where the road is) in Little Cottonwood? This would avoid most of the environmental costs of a conventional road.</p> <p>I hope that Grizzly Gulch will not be developed for resort skiing so much of the moderate angle slopes at the head of the canyons is reserved for resort skiing. I appreciate that part of the Mountain Accord goals is to protect the natural environmental of the Wasatch. Thank you for your efforts.</p>	Salt Lake City	2/25/2015
<p>I support the building of the trains because they are efficient, they reduce the use of cars up the canyons, and it doesn't even effect much land area. I think the trains will benefit the community. If you drive up the canyons in the winter the sides of the roads are lined with cars that belong with skiers, but with transits constantly bringing people up the canyon, then the pollution would be reduced monumentally as well as alleviating the skinny canyon roads of congestion.</p>	Salt Lake City	2/25/2015
<p>Parking is currently an issue for all Wasatch front canyons and increased population will only make it worse. The current bus while useful is very expensive (\$9.00 RT). Increased service and less expensive options would be helpful whether it be bus, train or ? . Please place strong emphasis on winter and wildlife and environment when finalizing decisions. I'm less in favor of developing things to encourage visitors and more interested in providing for locals quality of life, especially as higher density congestion becomes more prominent in the winter.</p>	Salt Lake City	2/25/2015
<p>On resort expansion: Any summer or winter user knows that resorts take a lot away from a backcountry experience. I was glad that I didn't see any mention of the Grizzly Gulch/Honeycomb lift. I hope it stays like that! Development on (T) should be avoided. Solitude's potential development is troubling because this skiable terrain they are after is in Silver Fork NOT Honeycomb. This expansion is thus much bigger than what's on the map. On Transportation: Billion dollar tunnels and trains make no sense for serious work is done with bussing. Much of this bussing problems could be solved tomorrow with real effort. Note. I mean this Cottonwood here. A train would have an enormous environmental effect and would do harm serious issues with access and in my opinion would be useless and people to people now in the canyon. Questions - No one has talked about solutions to limit traffic in the canyons. I think a conversation about fees or car restrictions is worth a better. A better aid to tourism would be a danger to Utah's reputation as a wild place. That is why people choose Colorado instead of Utah! Finally: DO not make decisions based on marketing from ski resorts! One Wasatch is all marketing and no substance! It's happens. It's worthless to anyone!</p>	Salt Lake City	2/25/2015
<p>I am against this proposal &amp; any proposal that includes developing more of the Wasatch. Resorts can survive in the foot print they operate in.</p>	Salt Lake City	2/25/2015
<p>Does the expansion of the ski area @ solitude include a ski lift into the Silverfork community?</p>	Salt Lake City	2/25/2015
<p>The environment is very important to the tourism in the Wasatch. Recreation is also very important to me. I like those trails (often with my dogs) and fish those streams and lakes. I think that connection from Alta to Brighton is a terrible idea. Those are beautiful Alpine cirques and connection ruins these pristine forests and ecosystems. Light Rail is too expensive and widening the canyons roads will be impossible without destroying beautiful canyons. Stop expanding and connecting ski resorts!!</p>	Salt Lake City	2/25/2015
<p>I think we shouldn't have a rail road system or train system on the mountain face. I would like to keep the near transportation not as noticeable or out of the way of the mountains' beauty. The mountains mean a lot to me and I would hate to see them destroyed. A cable car going up would be nice. We could just have it go over the mountain. It would also be a good way to see the mountain from a higher view. Thank you for reading my suggestion. Please consider it.</p>	Salt Lake City	2/25/2015
<p>Ok, where to start? I believe in simple solutions before complex ones. I have tried to use the bus system to go up Little Cottonwood. It is inconsistent and frequently full. 1) For public transportation to work it has to be reliable. Lets start with doubling the buses run and see what happens. And how about some security so my car doesn't get broken in to? Rules #2: People are going to seek the path of least resistance. So what happens when you put in your cof rail up LCC? Do they start parking, carting all their stuff to the rail, dealing w/ planning &amp; inconvenience? No, they drive up BCC and take a chair to LCC with the new connector. Now there are traffic jams up BCC. 2) The cog mail isn't really fixing the problem, it pushes traffic to the next canyon. Lets talk about economic development. The connection between Park City/Solitude/Brighton/Alta only leads to economic development from a skier standpoint for Alta &amp; Snowbird. (Resorts consistently rated top 10 ski mags) now everyone can go there! Hey, what about the other resorts? Most people I know avoid LCC because of the "rad stacks" of traffic - a selling point for Solitude and Brighton that hurts their numbers... but here's their real estate. With more skiers than ever in LCC, of course Snowbird and Alta will need more lifts to maintain the "skier experience". 3) This is about real estate development, not creating jobs for the large majority of people that live here. Has anyone seriously looked at the costs and maintenance nd widening of tunnel and cog concepts? 4) Who is paying for this? How many does it really benefit. My proposed solutions: Option 1: The worst of the traffic is in the winter, on powder days, or on holidays. I suggest adding parking in Sandy/Granite area. On these days only residents and buses can go up the canyon from 7 to 10. Now you want powder, you ride the bus. This also has economic benefit because shops will benefit while people wait for parking and wait to go home, more jobs! And more people buying stuff at the resorts. Otherwise, on less crowded days it is business as usual. This would be so cheap and easy to implement for a test period of a month, this solves the problem of crowds on the way down too. Option 2: Why do anything? The traffic is a natural deterrent to push people to other canyons. Won't Solitude and Brighton benefit as people tired of waiting in traffic? What is really driving these decisions recreationally? I don't see a traffic jam for climbing, biking on anything bus skiing?</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity? Awesome! That could be really amazing.</li> <li>• Would you like to see improved, year-round public transportation? Depends on what that type of public transportation would be and the quality, frequency and flexibility. If it's not done right, then I would prefer to drive my own vehicle.</li> <li>• Improved bus services? I don't / won't use a bus.</li> <li>• Mountain rail? That would be really interesting!</li> <li>• No improvements at all? Improvements are needed, doing nothing would be a bad idea. Especially with the momentum with Vail Resorts - now's the time to really improve the entire area and elevate the quality, and experience. B</li> </ul>	San Diego, CA	3/13/2015
<p>Dear Mountain Accord,</p> <p>I write to oppose a rail system up Little Cottonwood Canyon. I first came to Alta in 1978 and worked in the Canyon various times up to 1983. I have visited LCC nearly every year since then to ski and enjoy Alta's incredible beauty and unique small-town character. I have reviewed the Mountain Accord specifics for a proposed rail system up LCC.</p> <p>While I can appreciate the need for a long-term plan to deal with the traffic, road and congestion problems, I believe that any decision should address the following:</p> <ol style="list-style-type: none"> <li>1. What is the scope of the problem in LCC? E.g. how many visitors cannot access the Canyon now because of poor bus service, lack of parking, traffic delays, avalanche risk or other reasons?</li> <li>2. Are the environmental costs worth that?</li> <li>3. Is the financial undertaking worth that?</li> <li>4. Is the permanent change to LCC worth that?</li> <li>5. Who benefits in LCC from rail service?</li> </ol> <p>In my opinion, Alta is STILL like no other place because the community has worked really hard to NOT change it. The Central Wasatch has other canyons and resorts that are more amenable to increased access and additional development.</p> <p>I urge Alta's Town Council to support the Bus Rapid Transit as the best way to preserve LCC for future generations.</p> <p>Thank you.</p>	San Francisco, CA	3/1/2015

<p>My strongest comment about plans for the Wasatch ski areas is to Keep Alta Snowboard Free.</p> <p>I have skied exclusively at Alta for 25 years, venturing one time each to Brighton, Solitude, Park City, Powder Mountain, Snow Basin and Snowbird. None of them compare, all of them have been open to snowboarding for years.</p> <p>Alta is a skiers' mountain. Traversing and hiking is how skiers get to some of the best terrain at Alta. But the excellent lift-served runs are equally sensitive to the difference between ski technique versus snowboard technique.</p> <p>Skiers live by the Skier Code, something that seems foreign, to these many years since development of snowboarding as a sport, to the snowboarding community.</p> <p>The fall line is sacrosanct in powder country. Preservation of lines is the rule. Unfortunately, the wave-like beauty of a highly skilled snowboarder on a run is counter-intuitive to the concept of skiing narrow lines to preserve the snow for others. More unfortunately, the bulldozer technique of an unskilled snowboarder ruins lines all over a mountain. Those who practice that poor technique end up in places they should not venture by lift. When lifts get them to starting points for hike-to terrain they do not get better, they just extend the reach of their terrain-ruining poor technique.</p> <p>By examination of the sheer numbers of areas that permit snowboarding versus those that are maintained exclusively for skiers it is clear that there is no need to open Alta to snowboarders.</p> <p>Most skiers are not so naive to think they can reclaim areas for exclusive use of skiing. But we have every reasonable expectation that the only skier-only area will remain so.</p> <p>Even one-ride access to move into Brighton and Snowbird is unwarranted. It would end up as a bell once rung. It cannot be unring.</p>	San Francisco, CA	3/13/2015
<p>I am an out of town tourist. I come to Utah about 1 time per year to ski for 4 days. Everything about the trip is great! Its easier for me to ski in Utah than the Lake Tahoe resorts in my home state! I use SLC, airport to condo / hotel shuttles and the park city bus system when I stay there, or just at the base of Alta if I go there.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> <li>o This is a great idea, just a few lifts to ski all that distance. I would do it!</li> <li>• Would you like to see improved, year-round public transportation?</li> <li>o Yes.</li> <li>• Improved bus services?</li> <li>o Yes, this would be interesting if there were buses from the airport directly to the resort areas that leave every hour or 30 mins? Maybe there are? I dont know.</li> <li>• Mountain rail?</li> <li>o no comment, I dont see a clear plan for on the one accord website.</li> <li>• No improvements at all?</li> <li>o doing nothing would also be fine.</li> </ul>	San Jose, CA	3/13/2015
<p>Thank you for asking for public feedback. In a nutshell, here is my response to the development/protection blueprint proposed by the Mountain Accord: protect the watershed at all costs, no trains, no tunnels and manage the resort expansion. If Salt Lake City's population does grow at the projected rate, protecting the watershed will be of utmost importance. People cannot live in the desert – even the high desert – without water. Putting aside the fact that Salt Lake Valley residents must start conserving water (especially in view of reduced snowfall in the face of our changing climate), keeping the Wasatch Mountains' snowpack clear and clean is crucial. The best way to protect the watershed is not to develop the Cottonwood Canyons any further. I realize that is not possible but limiting the new resort development to the smallest possible footprint is important. The Salt Lake Valley's residents need all the snowpack they can get. Putting light rail up Little Cottonwood Canyon is a terrible idea. The expense alone would be preposterous: from an archived Salt Lake Tribune article from December 2012, the TRAX extension from Sandy to Draper was a \$194 million project – and that was for only 3.8 miles in a straight, flat line. A train up Little Cottonwood Canyon would at most be used five months out of the year during ski season, which is hardly worth the expense and the destruction to habitat and watershed. A better, cheaper and much less intrusive solution? Double the number of ski buses so that people don't have to wait for rides up and down the canyons (and have those ski buses run on natural gas to keep the air pollution down). Then, in the summertime when the tourists go away and ridership drops off, the buses can be redirected elsewhere. The major reason I don't tend to use the ski buses? I don't want to have to wait. Many more buses, marketed well to both tourists and locals so that people can understand the ease and flexibility of use, would change my habits for sure. Tunnels between the Cottonwood canyons and through to Park City are another terrible idea. Tunnels through the Wasatch Mountains would be destructive and disruptive. There is so little backcountry and wild habitat left in the canyons, what little is left should be protected. Moose, deer, pikas, mountain goats, marmots, rabbits, mountain lions, coyotes and a host of other critters call the Wasatch their home. We need to protect their habitat - they cannot protect themselves. And with lift prices ever creeping up and shutting out the majority of middle-class Utahns, the Cottonwoods backcountry is the only place locals can go without breaking the bank. When I moved to SLC from Maine years ago, people asked me if I missed the ocean. I didn't (and don't) because of the Wasatch Mountains right here in my backyard. Coming from the East Coast where there is scarcely any public land left, where almost everything is privately owned and inaccessible to the general public, it continually amazes me that so many native Utahns do not understand what a gift it is to have so much public land available in the state, especially the wild beauty of the Wasatch so close to the city. In Maine, you can't get to the ocean unless you go to a state park beach because the coastline has been snatched up by private landowners. In Utah, Forest Service and BLM land is available to everyone. There is so little wilderness left in this county, what there is should be protected. As a Utah resident, as a snowbird, as a skier, it is our duty to protect this endangered natural resource as much as possible, to protect the land, the water and the animals, and to keep it available for future generations to enjoy, as unspoiled as possible. Please do the right thing. Protect the Wasatch. Thank you.</p>	Sandy	2/19/2015
<p>To Whom It May Concern:</p> <p>I have reviewed the blueprints for this proposed project and I appreciate the planning that has gone into it. As a resident of Sandy and a frequent user of Big and Little Cottonwood Canyons, I have great concerns about certain elements of the blueprint. My chief objection is the plan to develop mass transit in Little Cottonwood Canyon. This will most certainly cause irreversible, long-term damage to the river corridor, watershed integrity and aesthetics. It strikes me that an unstated, though likely major benefit of such a system will be to the resort owners whose employees can have their travel to the resorts delayed significantly by heavy snow and avalanches. To most others, it is more of a temporary inconvenience, and in my opinion and those of many, many others I have spoken to, not worth the environmental degradation it is certain to cause. This component of the plan, above any other, must not be allowed to happen. Should it be approved, I, as an avid skier of these resorts, will resolve to never patronize any of them ever again. I will engage in other activities. Many others I know are committed to the same course of action.</p> <p>I am also opposed to the suggestion that exorbitant parking fees will be charged to discourage driving up the canyon and encourage mass transit use. Rather, bus services in the canyons should be increased as necessary and parking areas expanded judiciously. If fees are unavoidable, they should be reasonable so that middle class families can still enjoy the canyons without being unduly burdened.</p> <p>Please do not include light rail in Little Cottonwood Canyon as a component of this plan. It will be a disaster to those who love the canyon. When it snows, folks can wait until later in the day or go another day. It's not a big deal. Ruining the canyon is a big deal. I will be contacting my local legislators to let them know my feelings about this as well.</p>	Sandy	2/28/2015
<p>I commend the many people who have given hours of work attempting to solve the problems that the future holds concerning our Wasatch Mountains. Solutions are not easily found because these unique mountains, so close to a huge and growing population, exemplify so many diverse interests. Understandably, compromises will have to be made. Hopefully the outcome will please everyone just a little.</p> <p>The work of the Cottonwood Canyon Task Force is to be particularly praised. Their suggestions are true compromises and are well balanced, so that no one wins, no one loses, but the mountains gain in the end because everyone cared.</p> <p>On one hand, back-country recreationists, environmentalists, lovers of wild land, and water protection advocates benefit if 2,150 acres of ski-owned land is permanently protected against development of any kind. These acres include Mt. Superior, Flagstaff, Emma Ridge, Grizzly Gulch, White Pine, Guardsman Pass, Cardiff Fork, and Hidden Canyon. Add to this list of areas to be protected Mt. Wolverine, Mt. Tuscarora, and Catherine Pass, land so precious to the maintenance of wild ecosystems and to the watershed.</p> <p>On the other hand, ski resorts will gain a mountain rail system, 288 acres for base-area management, added water for snowmaking (contingent on there being "added" water in the face of the predicted 50 year drought), and small boundary expansions totaling 210 acres.</p> <p>These suggestions are reasonable and sane. I urge Mountain Accord to embrace them.</p>	Sandy	3/6/2015
<p>I have spent some summers working in the town of Zermatt Switzerland that is serviced by a service road limited to service trucks and owners of property, and a train for the general public &amp; tourists. No vehicles are allowed in the town of Zermatt. I believe owners (with a permit) are allowed to bring their cars up to a parking lot that is quite close to Zermatt and park in the outer vicinity of Zermatt and jump on the train's last stop before it reaches Zermatt. The train rarely has closure as it is under avalanche protection tunnels and can go up and down the canyon in all conditions including avalanche danger. I have always thought it was a brilliant concept for the Cottonwood Canyons, perhaps looking at what Zermatt has that works could be considered?</p> <p>I think the Cottonwood Canyons are the only canyons that should be connected by train, they have similar ecological concerns, similar limitations, similar goals re: keeping our drinking water pure and the canyons pristine for the future. I think we should only connect Big Cottonwood Canyon with Little Cottonwood Canyon with a circular train that could start the circle from the bottom of Big Cottonwood (station &amp; parking there) traveling up to Brighton/Solitude (station there) through a tunnel to Snowbird/Alta (station there) and down Little Cottonwood Canyon (station &amp; parking there) back to the base of Big Cottonwood.</p> <p>I think it's a really bad idea to connect the pristine ecosystems in the Cottonwoods to Park City - this should not be done. Park City (which is indeed a city and not a little mountain town) needs a higher speed train up to it from Salt Lake City for commuters with big commuter capacity and huge parking access at the base of Parley's Canyon.</p> <p>I heard that 40% of the water for Salt Lake City comes from the Cottonwoods, and someday that might be our most treasured commodity on the planet - water. Please don't even chance jeopardize our water supply by creating an inappropriate canyon development through a direct train tunnel between the Cottonwoods and Park City. The Cottonwood Canyons already have too much exposure from Salt Lake City to open them up to Park City as well.</p> <p>I would however LOVE to see Park City and the Cottonwood Canyons attached via chairlift, this would bring only lovers of the mountains and people with good intent to enjoy the canyons via Park City or vice versa. It would be an amazing tourist attraction and unique in the United States.</p>	Sandy	3/8/2015
<p>The Mountain Accord Project represents an impressive effort to protect a magnificent resource. I wholeheartedly support this effort. I have been a longtime supporter of natural conservation efforts across the country and I strive to leave no trace from my personal activities in the mountains save tracks in the snow. My family and I enjoy minimal impact sports in the Wasatch to include backcountry skiing, hiking, mountain biking, and paragliding. As the Mountain Accord is developed I am particularly concerned that paragliding, speedflying, and hang gliding must be included. These are activities that have been performed in, and over, the Wasatch for decades. They have less impact than other human powered sports such as hiking, skiing, and certainly less than mountain biking, as they occur almost entirely in the air. They are silently powered only by wind and gravity. The gear for paragliding and speedflying is lightweight and easily carried in a backpack so they do not introduce any more stress on transportation into the mountains than does hiking with a small or medium backpack. These are customary uses of the Wasatch that must be preserved as this new plan is developed. Thank you for working to preserve our treasure.</p>	Sandy	3/12/2015
<p>Thanks for the opportunity to comment. The rail system seems like a viable plan long term; however, Grizzly Gulch should be protected and still accessible as part of the plan. The protection seems to be stated, but accessibility is not so explicit if the plan is to implement transportation through that area.</p>	Sandy	3/12/2015
<p>I strongly support linking the seven SLC area resorts together. The Espace Killy in France is an awesome experience. We have a unique opportunity in the greater SLC area to rival or surpass that experience. I also strongly support a rail loop around the seven resorts providing convenient, high speed transportation. I have used the trains in the Chamonix area of France and find them convenient without detracting from the gloriously scenic area. Similarly, there are trains in the Portillo area of Chile. Again, I did not feel they detracted from the scenery or the experience. Living less than a quarter mile away from the LLC Park and Ride, I would frequently take the bus were it not for the large block of time mid day when no service exists. Because of this, I drive nearly daily up to Snowbird and back. Given the current schedule, it is not possible to get on the mountain for the 9am opening taking the earliest available bus from the LLC Park and Ride and I refuse to drive down the canyon to stop offering earlier service when the LLC Park and Ride is with in easy walking distance. Unless and until continuous service is offered throughout the day from the LLC lot commencing no later than 7:15am until at least 5pm with wait times no more than 20 minutes, bus transportation is not a viable alternative to private auto transportation.</p>	Sandy	3/13/2015
<p>I know and understand that my support for linking the seven resorts as well as my support for rail transportation is at considerable variance with many of my neighbors in the Granite area. Nonetheless, regardless of what some self appointed spokespersons from the area would have decision makers believe, not all of us are opposed to these two critical initiatives.</p>	Sandy	3/14/2015
<p>To Whom it may Concern,</p> <p>I am writing as a concerned Sandy citizen about what is being proposed for transportation going up Little Cottonwood Canyon.</p> <p>I am strongly against any train or expanded lanes. I feel this will damage more our environment and take away from the beauty of the canyons. If you need to lessen the traffic going up the canyons. Just have the Ski Resorts buss up their employees. And provide more parking at the bottom of the canyons. I believe there are better solutions then spending millions on a rail system that will effect not only the landscape of the canyon but many peoples homes and cabins.</p>	Sandy	3/14/2015

<p>Reviewing the various transportation proposals involving Little Cottonwood Canyon, I believe any of the rail options would result in a degradation to the system we now have. I may not be the best representative of the typical LCC skier, but many LCC skiers should share some of my concerns. Thus:</p> <p>I live about a mile from the convergence of Hwy 209 and Hwy 210. On about 80% of the days that I go to Snowbird it takes 15 or fewer minutes to travel from my driveway to the first parking lot at Snowbird. I also have the luxury of traveling to Snowbird and returning any time of day I wish without regard to a public transportation schedule. I am a single occupant driver. Most of the time I am at Snowbird for two to three hours. So, whenever time permits and I judge conditions to be good, I run up to Snowbird for a couple of hours. The only incremental travel cost I now have is for gasoline to get to Snowbird and back home. For the 2013-2014 season I skied Alta/Snowbird over 60 days.</p> <p>The problem I have with the various transportation proposals is that the 15 minutes I now enjoy could turn into 50 minutes to get to Snowbird. Moreover, there would be less convenience to public transportation. I would have to load my Jeep with ski gear, as I do now, only to travel to a parking lot, find a parking space, probably pay for parking, then carry skis, boots, poles, etc. to a train platform, probably pay for a train (or bus) ticket and then wait for a train to come along. So the suggestion that there be a disincentive to discourage people from driving up the mountain and to encourage them to take public transportation confirms that comprehensive public transportation is a bad idea.</p> <p>As for relieving congestion. On the vast majority of days there is not a congestion problem driving up LCC. As for the congestion days, such as when traffic is backed up on Wasatch Blvd. to almost I-215, it could take two hours to get up LCC. But, the skiing experience that day will be poor. On such a day two-thirds of Snowbird is often closed due to avalanche control. What could be a typical 10 minute wait for the Tram becomes a 45 minute wait. So, a long wait time for the Tram only to ski a limited, crowded area. In this case public transportation should substantially reduce the two hour automobile travel time, but it would do nothing to solve the on-mountain avalanche or skier congestion problems.</p> <p>There is parking space at Alta/Snowbird for about 5,700 cars. To cut this number in half, assuming 2 occupants per car and assuming that most people are trying to arrive at the top of LCC between 8:30 and 10:30 AM, a public transportation system should be scaled to accommodate about 6,000 travelers in a 2 hour period. There is not nearly the traffic congestion in the afternoon as in the morning. The transportation project will have utility for only about 4 months of the year and only a dozen or so days that are now congestion days. To suggest there would be year around benefit—to get a few dozen hikers on the mountain in the summertime—is nonsense!</p> <p>A further concern is the cost of the transportation projects. I have seen cost estimates for capital expenditures. I have seen no estimates for operating expenses. My fear is that there will be surcharges on everyone's Utah income tax, property taxes, increased sales taxes, additional airport taxes, increased hotel taxes, etc. At the same time only about 5% of the people in Metro Salt Lake ski.</p> <p>It would seem that the only proposal that makes sense is enhanced bus service and better protection of Hwy 210 from avalanches. Additional buses that would be purchased for enhanced LCC service could be used elsewhere when demand slackens.</p> <p>Finally, any proposal should not include a financial disincentive to a single occupant driving his car up LCC!</p>	Sandy	3/15/2015
<p>Hello</p> <p>I have been following the Mountain Accord process with great interest and I have studied the proposed "blueprint" and attended a question and answer public meeting. I'm extremely excited with this once in a lifetime opportunity to bring some finality to the future of the central Wasatch. I'm in these mountains trail running, hiking, backcountry skiing, resort skiing, mountain biking, rock climbing, alpine climbing, bowhunting, and camping 3 to 5 times a week, every week. The Wasatch is the primary reason I live where I live. These are my formal comments regarding the "blueprint" put forth by the Executive Board.</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>• The transportation situation in Little Cottonwood is unsustainable on many winter days and something has to be done. I believe bus service is the best option to solve this problem and do not support light rail in the canyon. The canyon can't sustain the damage that will come from building a rail line and the public can't afford the cost of rail line.</li> <li>• Adequate parking near the mouth of the canyon are critical to the success of expanded bus service.</li> <li>• Expanded bus service should be tried prior to any commitments to adding lanes to the LCC road.</li> <li>• Charging a per-vehicle fee—either via a daily fee or an annual pass—would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>• Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• Fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with adequate parking at the mouth of the canyon.</li> <li>• A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown.</li> <li>• Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>• The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>• The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed. The question should simply be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</li> <li>• At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>• I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>• I am in full support of a train/light rail system linking the Salt Lake Valley with Park City.</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>• I am in full support of creating a trails network in the upper reaches of the Cottonwoods.</li> <li>• These trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill until the tram runs and then it becomes downhill).</li> <li>• Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> </ul> <p>Great meeting with great insight. I do think the dead end canyon aspect is worth preserving. Unique cultures have developed because of the geographical accessibility which has become what both locals and tourists love. While I do welcome anyone that wants to come visit LCC and BCC, I do not support connecting the tops of any of the major destinations. From everything that has been proposed either the BRT or train up both canyons seems like ideal solutions. Preserving resources water air fuel and avoiding tearing into terrain and landscapes. Environmentally we are fine and in no case are permits or permits is not something that we should be needing.</p> <p>First I would like to applaud Mountain Accord for bringing so many stakeholders to the table. Thoughts on the blueprint: I feel as though the blueprint is incredibly vague with very broad statements. For example, "protect our watershed." I would really like more detail on all of the goals and how the goals are going to be accomplished. The website is a blackhole. I have had a really hard time finding useful information and detailed maps. Again, this leads back to number 1. I want to know exactly what lands are being considered for additional protection and what that protection would be. I was not able to find that on site, or at the meeting tonight. How much is climate change really being considered in this process? Top Climatologists are predicting that the canyons which have little to no snow in the next 50-100 years. I feel as though this plays a HUGE role in our planning and decision making process. Why on earth would we punch a hole through our mountains to build a train to PC? There are so many other areas in the urban core (east bench for example) with a much higher population density that would benefit from a train before connecting Alta and PC. I have to think this is a pet project rather than a logical investment. In summary, I would really like to see more detailed information on each of your identified "elements." Specifics on proposed places for each "element" and what steps will be taken in the future. For example, NEPA process for land designation?</p>	Sandy	2/23/2015
<p>What the short term plan? 1-5 years, 5-10 years, 10-20 years. There are immediate things that need fixed, parking for transit, make it easier for people to use to get up and down canyons. Skiing Little Cottonwood is tough to find parking, the bus service is worse now than 3 years ago. No options. What is the plan to pay for all of this. I don't see the benefit for people of Utah to travel canyon to canyon. Let people use current transportation systems. We don't need trams/under tunnels. Waste of money.</p>	Sandy	2/25/2015
<p>As an equestrian, I was concerned that the plans, trend lines and surveys failed to mention existing equestrian use in Millcreek Canyon (the only canyon in this study which permits horses) Although we equestrians who attended this meeting were assured that existing uses such as equestrian were not being eliminated, there is a concern that our particular recreational activity will be overlooked and ultimately "lost in the shuffle." Please invite representatives of equestrian uses to your table!</p>	Sandy	2/25/2015
<p>Will hurt the canyons for business interest alone. The transportation "Systems" are pet projects by UTA/UDOT. Leave the canyons alone</p>	Sandy	2/25/2015
<p>I think the trax idea is dull and pointless. I believe it will not be used very often.</p>	Sandy	2/25/2015
<p>The environmental and recreational impact of putting a train/trax up the canyons would be devastating. There are so many places up the canyon that are serene, beautiful and quiet to have a trax horn and loud commotion would be horrible. It would take away from the priceless gem that the Wasatch is. Toll booths, buses, bike lanes, foot traffic much better choices. Suggested Reading: Lost Landscapes and Failed Economics</p>	Sandy	2/25/2015
<p>In relation to the transportation options with trax up the canyon, putting a train/train line is not needed. This winter during the Christmas holiday and on the weekend, we have tried NUMEROUS times to take the bus up LCC to ski at Alta and were turned away because buses were full only 3 buses each morning up 9400 S to Snowbird and Alta. Ridiculous! We need a better bus system run on natural gas and toll booths at the mouths of the canyons to encourage people to take the bus. Also the cost just to ride the Trax is too expensive. If I'm paying \$90/day to ski for a family of 6 (\$540) I'm not going to pay another \$40 to take the train up the canyon. It cost my family \$35 to take trax downtown as opposed to \$4 in gas and \$2 in parking. No brainer.</p>	Sandy	2/25/2015
<p>We love the Wasatch because its so pristine. Trains, too many people the canyons are too little to handle. Wildlife we love going up these canyons to get away from mass transit, trams and people.</p>	Sandy	2/25/2015
<p>No trains, more buses when needed. These canyons and ski resorts cant handle the amount of people that already go up. Keep canyons pristine, that's why we all have them and that's why so many people love it here. No trains. Improve on what they have. The impact is great enough! This isn't a circus. It's God's gift. Tread lightly.</p>	Sandy	2/25/2015
<p>No train and no widening the road up Little Cottonwood Canyon. Put less expensive busses and more of them on a better schedule. Make Alta and Snowbird build layered parking to fix their problem. Don't pollute more water by allowing more snowmaking.</p>	Sandy	2/25/2015
<p>No train! No widening the road!</p>	Sandy	2/25/2015
<p>No train and no widening the road up Little Cottonwood Canyon. The canyon is too delicate for this kind of footprint.</p>	Sandy	2/25/2015
<p>No train and no widening the road up Little Cottonwood Canyon.</p>	Sandy	2/25/2015
<p>No Train. No widening the road!</p>	Sandy	2/25/2015
<p>No train or widening the road up Little Cottonwood Canyon. It is environmentally too delicate. More busses and a more flexible schedule would fix these 15 days a year you think is a problem.</p>	Sandy	2/25/2015
<p>I am against this "Accord". THIS will be an unacceptable destruction of Canyon setting for business interests with little concern for the impact of a TRAIN of ROAD widening. And billions of \$ for businesses. Already the roads up the canyons have busses that are used sparingly. And up LCC, there are ONLY 10-20 days per year that there is a car backup—and that for avalanche control mainly. Why spend billions for a small problem?</p>	Sandy	2/25/2015
<p>I always take the bus up to Alta to ski and it is always too full. What we need is MORE high efficient busses not a TRAIN. The cost on the environment and watershed is too high of a cost to pay for the out of town visitors to visit the canyon</p>	Sandy	2/25/2015
<p>I don't like this idea because it's going to be on 9400 S. I live right on 9400 S. I won't be able to get to McDonald's.</p>	Sandy	2/25/2015
<p>No train and no widening the road! Up Little Cottonwood Canyon.</p>	Sandy	2/25/2015
<p>No train up Little Cottonwood Canyon and no widening the road.</p>	Sandy	2/25/2015
<p>I am in favor of connecting the seven resorts in Central Wasatch by the means of mountain rail, chairlifts and additional ski runs. While due diligence must be done in preserving the watershed. Preliminary work must be done and shown how the Accord will accomplish preserving the watershed and environment as the naysayers that will be forthcoming.</p> <p>As an avid recreational user of this area, skiing, mountain biking, hiking and climbing I would be willing to help in this endeavor in anyway I can as a committee member or within a recreational users group.</p> <p>Please let me know what I can do to help.</p>	Sandy, UT	2/26/2015

<p>Hello Mountain Accord...</p> <p>I am a frequent visitor to the Utah and recreate in the Wasatch every-time I visit. My trips are usually 3 to 5 times a year, and I spend a total of about 9 - 15 days in the backcountry in all seasons per year on average.</p> <p>As such I am familiar with Mountain Accord and these are my comments regarding the "blueprint" recently put forth by the Executive Board.</p> <p>Transportation The bus system option far out weights the train system. Please keep in mind that much of what is cited(photos and otherwise) has to do with the busiest weekends, and not the average day.</p> <p>Increased amount of parking at the mouth of each canyon is critical to make a bus system work.</p> <p>Please charge a per vehicle fee to go up the canyons to help montage the system and better incentivize the bus system.</p> <p>Make the bus free!</p> <p>The Bus needs both Snowbird and Multiple Alta express buses (ones that do not stop at Snowbird).</p> <p>Please add the snow sheds. This helps everybody.</p> <p>The Tunnels would be a huge mistake costing huge amounts of money and taking many resources and there are no significant problems the tunnels would solve.</p> <p>Mill Creek Canyon needs a year round bis shuttle.</p> <p>I do support a light rail or trail system from Salt Lake to Park City. That is the only one that makes sense.</p> <p>Recreation I support creating a trails network in the higher country of the two canyons.</p> <p>We need improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths).</p>	Seattle	3/9/2015
<p>Why build a tunnel from Big to Little Cottonwood? How many skiers are able to ski both venues in one day? How much disruption of the canyons would be involved in building such a tunnel and would it be a toll road or paid by public funds? Scheduled, and perhaps even remained such as in Zion Nat. Park, public transportation for non-residents would cut down on traffic in both canyons.</p> <p>The expansion into Grizzly Gulch is not necessary, and I do not support it. You will be expanding dangerous side-country access, and there will be an increase in avalanche deaths. It is also an area of world class moderate backcountry that people prefer to experience in its pristine condition. Please leave Grizzly alone!</p>	Silver Fork	2/4/2015
<p>Any development up the canyon is not a good thing. The developers will not stop. A line needs to be drawn, or the Wasatch will disappear/be screwed. We as a society need to tell developers, enough is enough, focus on development in the valley, not in the canyons. I believe this meeting is a bit of a farce. A sort of "show" to please the community. I am not please with the so called proposal and will certainly not be pleased until the plan revolves around the mountains/wilderness, not how to chop it up for a quick and easy profit.</p>	SLC	2/25/2015
<p>First limit cars going up the canyons. This can be done immediately with buses an then replaced with monorail or trains-well connected with existing public transit. Then consider links to Park City. Limit water consumption for snow making to the absolute minimum. Preserve existing ecosystems-consider and minimize the affect on wildlife at all stens.</p>	SLC	2/25/2015
<p>I don't like the idea of connecting the canyons. Make public transportation into canyons guide, efficient with protected stops. Expand trail usage in Millcreek. Charge road/mountain bikers a fee if not in a car. They use roads and trails too. User fee for all canyons. Have monthly/yearly passes like Millcreek already has. Like protecting backcountry areas from more development.</p>	SLC	2/25/2015
<p>I appreciate the Mt. Accord's efforts at bringing interested stakeholders together. Concerns: I don't like the idea of connecting Big Cottonwood, Little Cottonwood &amp; Park City with roads. I'm open to a rail transit if small, low impact and if it allows non-motorized along side or parallel. Land exchange sounds like a good idea, especially to protect backcountry for skiers and hikers. Our water needs our priority. Economic issues or push for expanding economic growth and tourism is worrisome. Protect the character, work hard to not exploit for monetary gain. Utah's tourism is and will remain competitive without these over-the-top "One Wasatch" type proposals. I think we needed more information about who the "players" are in the Mountain Accord. Bottom line-Protect our Wasatch.</p>	SLC	2/25/2015
<p>Access to recreation areas in Little Cottonwood Canyon is currently at best clumsy. But we do not need a train in the Canyon. This would be expensive and damaging to environmentally sensitive areas; destructive to the water shed, potential harm to wildlife. Little Cottonwood Canyon could be better served with more buses and buses running more frequently. Buses should run with Natural Gas. Utah has a lot of gas. In the winter runs frequently you cannot ride the bus as the buses fill too quickly. Widening the road will cut off many access points for people who hike, bike and climb. Many more Utahns participate in biking, hiking and climbing than skiing. Skiing is financially out of reach for most Utahns</p>	SLC	2/25/2015
<p>Please expansion base ski ok like land swap. I homes back side of Snowbird. Congestion pricing-charge to go up canyon. Please more buses. Thank you for your work. Will comment more</p>	SLC	2/25/2015
<p>Already too many people in the Wasatch. How would accommodating even more people help to "preserve" lands? A train will not help preserve either. Maybe increase bus services up and down the canyon first. Just a thought as they are basically already serving no purpose running the current schedule.</p>	SLC	2/25/2015
<p>There should be no transportation interconnect via roads, tunnels or lifts between SLC side of Wasatch and PC side. The industrial development here will wreck the central Wasatch. Other transportation alternatives can be pursued bus, trax, train but keep those ridgelines free of towers-leave it natural. Ski Resort Boundaries should be limited and not expanded, their activity effects citizens and wildlife year round, in all four seasons. Open houses limited benefit. I'm upset, how to share that?</p>	SLC	2/25/2015
<p>By turning over the public lands behind Snowbird and giving more lands around the front of Alta and Brighton it will directly effect the "preservation" of the Wasatch. Opening up the back of Snowbird for them to further expand their lifts and resort, surely will result in more safety control. This means, more "bombs" in the wilderness (directly affects animals and wildlife) dynamite not to mention how much the resorts already have the land. Expanding and developing the canyons is already why there is traffic issues and parking issues in the canyon. If you want to truly preserve it, reduce the resorts and the lifts lands that the resorts reside on.</p>	SLC	2/25/2015
<p>The transit portion needs to include the issue of parking at the mouth of the canyons. This is the largest limiting factor of the public transit today. Parking is extremely limited making it really difficult to park at the mouth and take transit. If the parking at the mouth is resolved people won't use any public transit up the canyons if they own a car.</p>	SLC	2/25/2015
<p>I agree with transportation to extend transit service. I agree with improving bicycle and pedestrian access. I agree preserve key backcountry terrain which should be ALL of it. Improve trails for erosion. Preserve OUR water-it is drying up. People come to Utah for many reasons- we need to be reaching out to locals, tourists, learn about our resorts and backcountry through magazine articles. They come for the charm. I feel Utah has bigger problems-homelessness, transportation, roads, water, put energies into hat we have that is dysfunctional to work towards the future growth-not how much money we can make by from rails tunnels.</p>	SLC	2/25/2015
<p>Let's lock in the environmental improvements such as land exchanges. Let's lock in the abandonment of One Wasatch, linking all 7 ski resorts. Then, we can wait a few decades for the LC tram to take shape. By then the problem of restricting access to Central Wasatch will have had to be solved. Draw lots, sign up, days or even months in advance. There has to be a limit. If the train is slow enough, that will solve the population problem.</p>	SLC	2/25/2015
<p>Stop ski resort expansion. Stop it. The resorts are all big enough. Re transit- Best vision is tunnel from Big Cottonwood to Heber, tunnel from Brighton to Alta/Snowbird, or similar. Gas powered shuttle buses are main transit in Cottonwood Canyon residents have a pass for a personal vehicle, one/ household. You must pay to play or ride your bike/hike in for free? Handicapped persons ride free or discounted. Users who don't want to pay don't love these canyons enough. Protect our watersheds, our view sheds, no expanded over-snow transit, to connect canyons in the plan, please. We are not the Alps. Train up Parley's is a must-it was done before, it can be done again.</p>	SLC	2/25/2015
<p>Can we afford a train? Wouldn't expanded bus service, snow sheds for avalanche control and auto tolls to reduce use and encourage mass transit be more affordable? Do not concede any backcountry to ski area expansion. The Wasatch is too small. Trading privately held land for ski area base expansion is reasonable if no additional parking or ski lifts are part of the deal. A tunnel from summit country would place too much pressure on little cottonwood and would additionally have potentially negative impacts on watershed. I don't believe watershed can handle resort expansion and subsequent snow making efforts etc.</p>	SLC	2/25/2015
<p>Recreation Trail Network: Nowhere in the Mountain Accord blueprint or supporting materials can I find a definition of an "Enhanced Regional" Trail Network (in contrast to a regular old trail network), nor a description of the trails or rights-of-way to be included. For example, is the line on the map going up Millcreek Canyon a new trail or an extension of the pipeline trail. Also, why isn't the Parley's Canyon trail shown as contiguous, gaps near Parley's Summit. I thought the e plan for that trail was already mature. I talked to Reid about the map and he said sometimes existing trail is shown on the "Recreation Trail" Network map and sometimes existing trail is excluded. This is very confusing. The map, all of the maps really, need a better technical explanation of what is being depicted.</p>	SLC	2/25/2015
<p>Environment: Preserve land and water resources. Encourage land swaps to reduce fragmentation. More land to USFS to enforce more environmental regulation. Recreation: Restrict ski resort expansion. Preserve backcountry areas. Charge \$\$ to access tri-canyons. Transportation: Encourage diverse transit options. Reduce reliance on cars. Don't link the ski area (P.C. + Alta + Brighton) through any type of transportation modes i.e. trains, ski link. Preserve unique character of each individual ski resort.</p>	So. Salt Lake	2/25/2015
<p>Thank you for the opportunity to provide feedback. As an outdoor enthusiast, I love the Cottonwood Canyons. I'm very conservative politically and I am very much in favor of protecting these canyons from development and environmental degradation.</p>	South Jordan	2/26/2015
<p>I'm not concerned about having the resorts connected. I personally prefer they weren't. I like the local character of the Cottonwood Canyon resorts and would like to keep it that way. Plus there's no way to implement the 'One Wasatch' concept and not invite massive development.</p>		
<p>As far as transit goes, a tunnel connecting Alta, Brighton, and Park City sounds cool, but outrageously expensive to the point of 'why bother' trying. I would not support tax increases or bond initiatives to fund any such project. Focus on year-round bus service in the Cottonwood Canyons with maybe a modest entrance fee for cars to encourage mass transit usage.</p>		
<p>I am totally opposed to putting tracks up into our canyons. As a taxpayer in Salt Lake County, we need to take care of our roads within the valley and not be spending the astronomical amount needed to put a train up our beautiful canyons. There is true grid-lock travelling east and west and that needs to be addressed. Putting a train up into the canyons just to please a few wealthy citizens it just plain wrong. Thank you for letting me speak my mind.</p>	South Jordan	3/11/2015
<p>To Whom it may concern,</p>	South Jordan	3/15/2015
<p>I have attended an open house and the recreational Q&amp;A. I have not seen any literature or discussion regarding continued equestrian access in the mountain accord area outside of watershed. Currently there are several areas that allow equestrian access, for example, Millcreek and The Great Western Trail. I am voicing my opinion that I would like to see continued future access for equestrians on these trails, and on the new trail networks that are proposed. Also, I am asking that consideration be made that the future parking areas have designated horse trailer parking for us. One of the biggest complaints I hear from equestrians is the limited parking for Millcreek for horse trailers. I have been up there several times, and I almost always get a note stating I take up too much room.</p>		
<p>I will qualify my comments we with this description of my perspective- I live on the east coast of the U.S. and ski very frequently in the western mountains. My trips to the western mountains often cover the better part of an entire season. I follow land development issues affecting the area casually.</p>	South Orleans, MA	3/14/2015
<p>I would recommend that everyone's highest priority be to protect the sources of fresh water in the Wasatch. This certainly implies active resistance to what I call real estate-centric development of ski areas. I have watched the population of the area explode over the past 25-30 years, and would expect that growth to continue.</p> <p>Where possible fund the transfer of private land into public ownership. I guess I am recommending a strategy of starve the (development) beast. The weasels will get in. No sense leaving food out for them.</p> <p>Development of more and better public transport into the mountains is double edged sword. Slowing the intrusion of motor vehicle traffic is a worthy goal, but solid transport infrastructure is a proven entrée for development. Good luck</p>		
<p>My kudos to the diverse stakeholders who have been hard at work on the Central Wasatch Blueprint. I think the Blueprint is to be commended in successfully achieving a balance of often divergent interests in a way that will holistically protect the wildness, beauty, character, and accessibility of the Central Wasatch into the future.</p> <p>I think enhanced protection for the eastern portion of the Central Wasatch is of critical importance as surrounding communities continue to grow in population and pressures on the range increase. After a careful review of relevant Federal Lands designations, I think that expanding some of the wilderness areas and designating the eastern portion of the Central Wasatch as a National Conservation Area would be most appropriate, and continue to serve a large and multi-faceted user group, while maintaining the integrity of the mountain range.</p> <p>Also, just a little plug for a bike corridor along I-80 through Parley's Canyon. I think a lot of bike commuters (myself included) would enjoy a safe way to bicycle through the canyon. Currently, attempting to bike commute between SLC and Park City is a good way to cash in on your life insurance policy. Keep up the good work</p>	South Salt Lake	3/14/2015
<p>Raise my taxes, charge me to drive up the canyon, raise ticket prices, season pass prices but do not implement proposed plan. Tourism revenue is not the answer to Utah's economy.</p>	South Salt Lake	2/25/2015
<p>I have loved skiing all of Utah's resorts over the past 12 years since moving here in 2003. Utah is simply spectacular with it's amazing snow and it's quick accessibility. Truly we have the best skiing in the world in our own backyard.</p> <p>I believe some development is inevitable, and needed. I support connecting the Cottonwood and Park City resorts. I think it makes good sense. While I do have concerns on how Utah will handle the huge increase in population over the next few decades, I think better and more frequent public transportation, including ski buses to the resorts, and well as Wasatch One, will aid our growth and not make it worse. The Utah resorts all do a magnificent job being both destination resorts for world travelers [and us locals] as well as showing sensitivity to the environment. I support sensible growth.</p> <p>Ski on!</p>	South Weber	2/26/2015

<p>I am a regular visitor to SLC and would encourage visionary thinking to protect the existing resorts and the lands around them, connect the resorts where feasible, and concentrate development and improvements into the current base areas and a slightly enlarged footprint where it makes sense.</p> <p>In my mind, the biggest threat to the "whole" is to allow seven separate resorts act alone in each trying to get one step up on their neighbor. If they all work together to improve access, transportation, and environmental stewardship everyone will win in the end.</p> <p>Finally, I would also encourage a transit line (either bus or train or both) that would encourage getting cars off the roads to the resorts.</p>	Spokane, WA	3/2/2015
<p>Greetings,</p> <p>Who am I: Washington state resident who makes annual trips to Salt Lake City, Utah for work and recreation. I am a lift service and a backcountry user.</p> <p>Comments:</p> <ol style="list-style-type: none"> <li>1. I would like to see automobile traffic removed from big &amp; little cottonwood canyon and simply rely on transit. Reduce the number of drop-off points in the area &amp; call it good.</li> <li>2. Transit can create Sprawl just as quickly as automobile based development. I disagree with addition of any transit or service to Park City other than through the overly developed I-80 corridor.</li> <li>3. I would like to city (Ogden, SLC, Park City) growth boundaries and land use policies and land use plans evaluated in the EIS Scope</li> <li>4. I would like to see more recreation enhancements built into the plan, including European style, stand alone (not in a resort), ridge line cafe's/hostels. Bring on the Refugio!</li> <li>5. I would like to see less pressure from development on the east side of the Wasatch Front (Park City &amp; Snow Basin)</li> <li>6. Increasing bus service and not closing or adding a toll to roads for auto service is short sighted. We must reduce traffic on high use areas, Closure or tolls for peak time period use will achieve this goal.</li> <li>7. Increasing bus service and not closing or adding a toll to roads for auto service is short sighted. We must reduce traffic on high use areas, Closure or tolls for peak time period use will achieve this goal.</li> </ol> <p>Thank You</p>	Spokane, WA	3/4/2015
<p>The Blueprint seems like a good start towards realistic planning for future growth in the Wasatch Front and Back. One aspect I want to focus on will be the transit issues in Little Cottonwood Canyon. Use of the already existing road with money and resources directed to it's improvement along with an improved bus service should be the focus. The tunnel connecting Alta to Brighton, etc. seems like a huge waste of funds, damaging to the Canyon environment and unnecessary. Limiting/controlling travel-especially day-use private vehicles- in the Canyon should be an acceptable way to handle crowds. A light-rail system, built along the existing roadway, could be effective in handling large numbers of visitors, I suppose. But not to continue into other canyons. Little Cottonwood Canyon needs to be protected from human over-use. It may be that visitor numbers need to be controlled. We may need to realize that there's a limit to carrying capacity in these smaller, fragile places.</p> <p>Thankyou</p>	Springdale, UT	3/13/2015
<ul style="list-style-type: none"> <li>• I would welcome a connectivity of some of the proposed resorts. Like Park City connected with Canyons, Brighton with Solitude, etc. This model has successfully been implemented in European ski resorts.</li> <li>• I am worried, though, about the possible price increase for tickets. Pricing is already very steep.</li> <li>• Ensure that locals receive significantly discounted pricing.</li> <li>• Connectivity between far apart resorts does not make much sense - like Park City and Brighton, etc. It only increases transportation problems. It does not add convenience at all. Two connected ski resorts are already large enough to allow spend several days in one resort and hit a different area every day.</li> </ul> <p>I don't know much about the local details, but I would come back year after year if I could access so many different mountains from one "home base". Usually we just flip a coin to decide where to ski when we come up from Florida. Half of the time we get the wrong weather.</p> <p>The reason we move around is for variety. It would be ideal if we could find lodging at one resort and then ski on different mountains every day without driving.</p> <p>Extending transportation options would be a bonus!</p>	Springville	3/13/2015
<p>Hello,</p> <p>I am a hut owner in the San Juan Mountains of southwestern Colorado that I rent out to many backcountry skiers. My hut is called The High Camp Hut, www.highcamphut.com. I understand the importance to protect areas for backcountry skiers. Many of my guests comment how nice it is to get away from all the social media and all that electronics bring to our busy lives!</p> <p>There are many benefits found for the person who climbs up a ridge under their own power and enjoys the view and ski down. I hope that you will support backcountry experiences and keep Grizzly Gulch and the entire Flagstaff Mt. Superior Ridgeline as key backcountry zones. It is important to ensure a balance of resort and backcountry experiences into the future. It is often ignored how much backcountry skiers spend on gear... They often support local shops that hire local employees. Backcountry skiers need to have areas to go into the future in order to keep this economic benefit viable!</p> <p>The more people enjoy this experience the more likely they will also want to visit my hut!!!</p> <p>Thanks for your consideration.</p> <p>Dear Alta Resident,</p>	Telluride, CO	3/12/2015
<p>Many thanks to those who attended the Mountain Accord meeting in Alta on February 23, and who have shared comments with us. Please help us reach a wider audience by forwarding this email to those who were unable to attend, or anyone else you think would be interested. We hope that Alta Town leaders and Mountain Accord staff heard us. Don't stop now. We must ALL provide written comment and do so by March 16th.</p> <p>It is imperative that you visit <a href="http://mountainaccord.com/get-involved/">http://mountainaccord.com/get-involved/</a> to review the Blueprint. Please tell them what you support and why by March 16 - be thoughtful and constructive, explaining your opinions. The form on the Mountain Accord website is over simplified and confusing so we encourage you to submit your comments directly via email to <a href="mailto:comment@mountainaccord.com">comment@mountainaccord.com</a>. The Alta Town Council Members and Mayor Pollard have expressed on multiple occasions that they want to hear from you, so use this opportunity to communicate with them, as well as Salt Lake City Mayor Ralph Becker, Salt Lake County Mayor Ben McAdams, Sandy Mayor Tom Dolan and Cathy Kahlow and Dave Whitekiend of the USFS. All their emails are below to copy and paste or you can reply all to this email.</p> <p>To: <a href="mailto:comment@mountainaccord.com">comment@mountainaccord.com</a>  cc: <a href="mailto:tjp@townofalta.com">tjp@townofalta.com</a>; <a href="mailto:elisedmorgan@gmail.com">elisedmorgan@gmail.com</a>; <a href="mailto:harrissondak@townofalta.com">harrissondak@townofalta.com</a>; <a href="mailto:pmoxley@djplaw.com">pmoxley@djplaw.com</a>; <a href="mailto:cliffouryaltahut@gmail.com">cliffouryaltahut@gmail.com</a>; <a href="mailto:mayor@tco.org">mayor@tco.org</a>; <a href="mailto:mayor@slc.com">mayor@slc.com</a>; <a href="mailto:smcconkey@sandy.utah.gov">smcconkey@sandy.utah.gov</a>; <a href="mailto:dwhitekiend@fs.fed.us">dwhitekiend@fs.fed.us</a>; <a href="mailto:ckahlow@fs.fed.us">ckahlow@fs.fed.us</a>; <a href="mailto:jen@friendsofalta.org">jen@friendsofalta.org</a></p> <p>FOA believes that watershed, wildlife and open space are the foundation of our unique end of canyon experience. They are why people come to Alta, our identity. We acknowledge the need for a solution to the sometimes difficult transportation situation. We are FOR a Bus Rapid Transit (BRT) system coming up the canyon that incentivizes use. Our reasons are listed below but are summarized as the BRT being more flexible, less destructive to the environment and less costly. With regard to interconnect via Alta, we have great concerns about a tunnel. Adverse impacts on the underground stream flow, aquifers and other cumulative impacts to our community and environment would need to be VERY carefully studied. There is still a great deal of information needed on the Blueprint, however we encourage you to include your opinions on a tunnel with your comments.</p> <p>Specifically, some of our reasons FOR supporting the BRT option:</p> <ol style="list-style-type: none"> <li>1. Retains more of the environmental and character aspects of our end of canyon location.</li> <li>2. The BRT, while no costs have been estimated, will surely be less costly than the train up LLC.</li> </ol>	Town of Alta	3/4/2015
<p>Dear Sir / Madam</p> <p>Please find attached above a consultation response on some aspects of Mountain Accord concepts in particular:</p> <ul style="list-style-type: none"> <li>• The need to build Utah's tourist appeal to international destination tourists – particularly for wintersports;</li> <li>• The benefits of both a ski lift link AND a rail tunnel link between the eastern ends of Little and Big Cottonwood Canyons;</li> <li>• The need to consider carefully the extent to which different forms of transport (mountain rail / gondola or enhanced buses) could offer benefits in Little Cottonwood Canyon to deal with the peculiarly peaked traffic flows resulting from the proximity of mountains to the major urban population of the Salt Lake Valley.</li> </ul> <p>An acknowledgement of receipt of this response would be appreciated.</p> <p>Background</p> <p>I am a destination marketer and ski journalist based in the UK. Prior to 2000, I skied in mostly in Europe. Since 2000 I have skied almost exclusively in North America, where I have visited more than 100 resorts. Since 2010, I have also been part of the team marketing Utah to potential visitors from Britain. In the UK, I have been involved, for almost thirty years, in the planning, design and management of community sports facilities, with a particular specialism in demand management. However these are personal thoughts developed from regular visits to Utah's ski resorts since the Olympic year of 2002. They are focused on the Cottonwood Canyons but also make some general observations about the "One Wasatch" concept in relation to international visitors.</p> <p>Who is likely to participate in this public consultation?</p> <p>This is a question for Mountain Accord to consider. What proportion of respondents to your public consultation have come from outside Utah? What proportion of them have never visited Utah but might do so if Utah offered tourism product which appealed to them? It is entirely appropriate that views of local Utahns are given most weight; after all, local people are the ones affected year round by decisions made to promote winter and year round visitation. But it is worth bearing in mind what motivates tourist demand coming from varying distances, and whether Utah is willing and able to satisfy such needs.</p> <p>Dominant position of the European Alps in Skiing and Snowboarding</p> <p>From a database maintained by UK statistician Patrick Thorne, there are about 5,500 outdoor ski areas worldwide which have at least one lift. Of these, 3,950 (72%) are in Europe and 830 (15%) are in North America, about 630 (11%) in Asia and fewer than 100 (&lt;2%) south of the Equator.</p> <p>For several years, Lauren Vanat has produced an "International Report on Snow &amp; Mountain Tourism". The most recent version from April 2014 emphasises the dominant position of the European Alps in ski and snowboard tourism.</p> <p>"The Alps is the most internationally visited ski destination, attracting most of the inbound skier travel. Even though it hosts 45% of skier visits, it only produces 17% of the skiers. No other region has such a high proportion of foreign visitors. Typically for America, its share of worldwide skier visits roughly matches its share of skiers."</p> <p>Significance for Utah</p> <p>Long distance destination skiers are usually attracted to the larger resorts.</p> <p>Whilst Utah has a unique selling proposition in terms of the Greatest Snow on Earth, this has not yet translated into a large inter-continental destination market.</p> <p>Part of the reason for this lies in the lack of direct flights to Salt Lake City from the major skier exporting countries, particularly Germany and Britain.</p> <p>However another reason is the lack of connected resorts in Utah which European skiers are used to experiencing. France led the way in linking up mega ski circuses in the period 1970-2000. In the last 20 years, Austria has begun to compete with this, creating ski lifts where previously buses were the only way to connect between areas. Austria is now reaping the benefits of this investment.</p> <p>In contrast, Switzerland, which has always had a reputation for high service standards, has seen a fall from 30 million skier visits at the millennium to about 25 million, largely as a result of having fewer connected areas, and being perceived as expensive.</p> <p>Utah has an opportunity, starting with the unification of Park City Mountain Resort and Canyons to transform its position in the destination skier market. The degree to which this is realised will depend not only on this connection, but the extent to which "One Wasatch" is delivered. No other North American ski region has resorts so close together to be able to create an entity approaching 20,000 skiable acres to rival the mega resorts of France and Austria.</p> <p>However, there is likely to be ambivalence amongst Utahn skiers and snowboarders about the desirability of sharing their slopes with additional destination visitors – "no friends on a powder day".</p> <p>From the perspective of economic development, inter-continental skiers and riders are likely to come for more than a week. That means they will be present at least five days, Monday to Friday, when the resorts need additional custom. Destination visitors also spend more in hotels, restaurants, on equipment hire and purchase of local transport than locals do. They are an important part of Utah's economy and could be even more so in the future.</p> <p>So even though very few such destination visitors are likely to participate in this consultation, please do not forget them and their likely needs if they are ever to add the Greatest Snow on Earth to their "bucket list".</p> <p>Cottonwood Canyons</p> <p>If the four Cottonwood Canyons resorts were connected, they would create a combined area of 7,000 skiable acres, almost as large as the new Park City / Canyons.</p> <p>These four resorts are also the heartland of Utah's mountain area averaging 500+ annual inches of snow</p> <p>Resorts on the Park City side of the Wasatch have the high mileage groomed trails to attract international skiers; the four Salt Lake resorts have the quantity of snow which helps create the unique selling proposition. Neither of these separately will generate as much repeat international business compared to what can be achieved if visitors experience both sides of the Wasatch.</p> <p>The "One Wasatch" concept postulates a link via Twin Lakes Pass via chairlift. This is necessary to create the experience of a unified four resorts. But it is not sufficient.</p> <p>Twin Lakes Pass is one of the snowiest watersheds on the planet. It is inevitable that there will be times of lift closures during the skiing day. Visitors, local and destination, will find themselves caught in the "wrong canyon". As in Europe, this will be highly popular with local taxi drivers, but not anyone else.</p>	United Kingdom	3/9/2015

<p>Access Gondola up Little Cottonwood Canyon</p> <p>There are obvious difficulties in sustaining service past almost 50 avalanche tracks. Siting the gondola line on the south side of the Canyon may mitigate this to some extent compared the avalanche threats to the road. However, even allowing for the fact that a ropeway would not twist as much as the road, the distance from the jaws of the Canyon to Alta is about 9 miles (14.5 km). Most modern gondolas travel at between 6 and 7.5 metres per second once they have left terminals. Even at the higher speed, a distance of 14.5 km would take over 32 minutes. However, this distance would probably require three ropeways in sequence, like the Olympie Gondola connecting Brides les Bains to the Three Valleys in France. Each station adds to the journey time. There would also need to be a station at Snowbird as well as Alta.</p> <p>In consequence, even if it were to be possible to shorten a lower terminus into the jaws of Little Cottonwood Canyon, the gondola journey time, not allowing for loading and unloading, would probably exceed 40 minutes to Alta and 35 minutes to Snowbird. Will this be acceptable to locals used to driving up the Canyon?</p> <p>Another critical factor is the location of the base loading station, and any stations up the line where skiers and riders are expected to alight and start on trail. It is worth studying the access to the Olympie Gondola in France's Three Valleys on "how not to do it". The base area of this gondola in Brides les Bains is wedged at the entrance to a gorge with minimal car parking. Everyone has an uphill walk to the lift. At the top, the lift terminates next to the Olympic ice rink. Skiers and riders have a walk of almost 400 yards to the lifts which go uphill from the resort of Meribel. All of this takes more time and acts as a disincentive to use the gondola. This gondola is only half the length that a Little Cottonwood Gondola would need to be; and the French one has a 25 minute ride time. Is there enough land right at the mouth of Little Cottonwood Canyon to cater for perhaps 8,000 vehicles if Alta and Snowbird were to be largely car free? In a car park this size, the journey time from parking the vehicle to walking or being shuttled to the gondola base becomes significant.</p> <p>Finally will the access gondola generate massive lines at peak times to go up in the morning and back at the end of the afternoon? It is important to study capacities for gondolas. For example, Whistler – Blackcomb's Peak to Peak Gondola has an hourly capacity of 4,100 passengers. However, as this is between two mountains, there is substantial traffic going in both directions simultaneously. With an access gondola this would not be the case. Nearly all the traffic will want to go up in the early morning and back in the evening. The new Penkenbahn lift at Mayrhofen in Austria claims a peak capacity of 3,840 per hour, but this relies on 8 standing passengers per cabin for a ride which will take less than 9 minutes. Without standing passengers, the capacity will be 2,880 persons per hour. The capacity of the Olympie Gondola at Meribel, is about 2,700 per hour along the three connected ropeways.</p> <p>The two gondolas developed for Sochi are the cutting edge of 35 technology. Sochi also has the longest lift with 35 – but still only 5.5 kilometers (barely 40% of what would be needed at Little Cottonwood).</p> <p>I would suggest that Mountain Accord arranges to study modern examples of access gondolas to see how much of the peak weekend traffic in Little Cottonwood could be accommodated by this method. If the gondola is a merely an option alongside driving up to the resorts, it is likely to be underutilised – even with a heavy pricing incentive not to drive.</p> <p>Mountain Railway Option</p> <p>I am unable to get my head around how any form of mountain railway could transport 10,000 people, nine miles from the base of Little Cottonwood Canyon to Alta / Snowbird in a time window of under two hours. Whilst cable railways (funiculars) are capable of track speeds of 12 to 14 metres per second, they are for much shorter distances. Some of the quoted higher passenger capacities per hour for funiculars seem to be on short urban lines such as the 600 yards Kabatay-Taksim Funicular in Istanbul. For an example of a longer journey from urban to alpine, the Hungerburgbahn goes from central Innsbruck in Austria on the first stage of the Nordkette range journey. This funicular may have a line speed of up to 10 metres per second, but the maximum transport capacity is only 1,200 passengers per hour. And it is just over a mile in length.</p> <p>Track speeds on other forms of mountain railway are much slower, particular if gradients require "rack and pinion" or some of the steep grade technology to prevent slippage on the track.</p> <p>Some form of mountain railway, could obviously be better protected from avalanche danger, although the cost of constructing most of the line in avalanche sheds would be high and may be unsightly. ☹</p>	United Kingdom	
<p>As a European who skis in Utah every 2 to 3 years I have always found it strange that there is no connection between the resorts. The proposals I have seen to connect the resorts are, in my opinion, extremely exciting and practical. They seem to have a relatively low environmental impact and would make One Wasatch the envy of the skiing World. Looking forward to doing some field study this April!</p>	United Kingdom	3/13/2015
<p>I am a life long skier who moved to Utah in 1972 for the incredible access to world class skiing from an urban environment. Like so many others I know, resort skiing has lost much of it's allure. MY anecdotal evidence is supported by the flat numbers reported by the ski industry it's self. Crowds, commercialization, ticket prices, all contribute to making skiing in the resorts less attractive and Nordic and backcountry skiing a more satisfying option.</p>	Utah	3/15/2015
<p>I appreciate and support the goals of Mountain Accord and want to make sure that dispersed recreational use gets the attention that the ski resorts and ski Utah seem to be demanding. Transportation alternatives are a great key to mitigating the effect population growth will have on the state of Utah. ☹</p> <p>Back in the 60's folk singer Joni Mitchell sang a song call Big Yellow Taxi and one of the famous lines was "pave paradise put up a parking lot."</p>	Wakefield, RI	3/6/2015
<p>That's exactly what the Accord is going to do. In for smart transportation, but talk of trains and tunnels connecting ski mountains is going to ruin what makes these places unique. And by the way who's to pay for it all?</p> <p>Alta for instance is usually cause of it's geological nature. Now you going to crowd the place with more than it can handle. And a tunnel? Your gonna ruin it for what makes it special. For what it's not and is.</p> <p>Please don't "pave paradise to just put up a parking lot." I grew up in suburban NJ and love Alta for it's serenity. I ski Alta to get away from happened to Park City. If I want congestion, will just go back to NJ.</p>		
<p>Stop the madness! Leave it alone.</p> <p>I deeply regret state government continuing plans, programs, work to bring econic and therefore population growth to Utah e.g. California: a fine piece of this continent spoiled by overcrowding.</p>	Wanship	2/24/2015
<p>To whom it may concern,</p> <p>I love skiing Utah and had been skiing in Utah several times on various resorts (Snowbird, Alta, Brighton, Solitude, Park City, etc) but haven't been back in over 10 years and the main reason is that flying into Salt Lake city was and is very expensive for the last 10 years as comparing to Denver for example. So for the last 10 years or so, our group of about 10 skiers and snowboarders have made our twice annual skiing trips out west to Denver instead. We're talking about 50% more cost flying into Salt Lake city as to Denver and San Francisco (Lake Tahoe). I don't know if Denver airport authority or Denver city has subsidized somewhat the flying into Denver costs but flying into Salt Lake city cost is just out of hand. Thank you.</p>	Washington DC	3/16/2015
<p>The Mountain Accord as written includes a land swap where mountainside lands owned by the Alta Ski Lift Company, mostly in the Emma area, will be exchanged for Forest Service lands in the Alta base area. There are several significant problems with this. o The swap may include all the public parking in Alta. If the deal goes through all users of the surrounding National Forest Land would be required to park on land and in lots owned by a private owner. It is not a stretch to imagine that before long this parking could either be restricted (in winter to those purchasing Alta lift tickets for example) and/or require a parking payment, summer and winter, to park and access the surrounding public lands. It is a really bad idea to limit public access to public lands which could be a consequence of the land swap as currently drafted. o The swap sets the stage for the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb. For that matter the private owner would be in a position to charge a "viewing fee" for those who just want to be up in Alta to soak up the scenery. The exchange would open up significant parts of the Alta base for further development. The various consultants involved in the project believe that land is not useful unless it holds a town square, retail areas, food and other concessions, and even office space. Many visitors to Alta are not there to shop or for robust night life. They are there specifically because Alta is not cluttered with those things. This is evident most every weekend in the summer. The parking lots are full but the one restaurant that is open in the summers almost always has seats available. But the trails are busy. In the summer visitors to Alta are there to enjoy the wonderful outdoor environment with their friends and family. They are not there to shop and eat. o The consultants and the moneyed interests pushing the vision of expanded development in the Alta base area have no idea what we value in Alta. They presume that we, as users, want more shopping, dining and man-made recreation opportunities (one design envisioned by the consultants includes an indoor ice rink). We actually like Alta the way it is: relatively undeveloped with public lands and public access for all. o The Alta Lift Company, at public hearings, has insisted that they have no intention of limiting user access – that the land and access is open to all. This must not be allowed to change with the Mountain Accord. The land swap would make Alta a company town. Owned by a private owner. With orphan businesses stuck within and dependent on the private owner for access and survival. Do we really want to have to pay to enter the town of Alta? o The Grizzly area (Twin Lakes Pass around to Emma) where Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to eventually develop lifts in the area. While this would be a loss to the thousands of hikers, runners and backcountry ski and snowshoers who use the area. o The land swap would increase the value of Alta Ski Lift Company dramatically and make them far more attractive to an acquirer like Vail Resorts, substantially increasing the probability that such a change of ownership would happen. An acquirer like Vail would not hesitate to develop the property as fully as possible as that is their business model. While I certainly cannot fault the Alta Lift Company for working to make the land swap a reality. The net effect, however would be to grant a significant financial windfall to the owners of Alta. Somewhat reminiscent of trading incredibly valuable forest service land adjacent to Snowbasin Ski Resort for some money pasture from Earl Harding. I do not think it is appropriate for the Forest Service to trade away a low value public good asset for the developable land at the Alta Base. Nor do I think it appropriate for the Forest Service to, with a penstroke, irrevocably alter the Alta that the Alta Town Office, Friends of Alta, and thousands of friends and admirers of Alta have fought for decades to protect. The plan for the area also includes building avalanche snow fences in all of the significant slide paths above town. This would likely eliminate the building restrictions currently in place due to the danger of these slide paths and open up the entire Alta base area to commercial development and possibly significantly taller structures. o There is a middle ground. Currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undevelopable parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped areas should remain public in order to insure access to the surrounding public lands for future generations. As a constituent, and a dedicated Alta skier, I strongly urge you to stop this before permanent damage is done to one of Utah's most spectacular places. One only has to look at the foresight of those individuals who fought for the creation of Yellowstone, Yosemite, the Grand Canyon and all the other national parks in order to appreciate what a priceless legacy that we have been given. Don't be the ones remembered for squandering our incomparable Little Cottonwood Canyon.</p>	West Jordan	3/11/2015
<p>• Priority #1 The Guardians pass road needs to be improved and open year round. Jackson does this with Teton Pass and it works very well. This would ease Park City traffic as well as allow the travel between areas • What do you think about resort connectivity? Park City, Big and Little cottonwood should all be connected in via aerial and ground terrain. • Mountain rail? Rail seems great until you look at a per ridership cost as well as the impact this will have on both big and little cottonwood streams. Installing a aerial tram up both Big and Little cottonwood would minimize impacts. Tells for car traffic could help fund this.</p>	West Valley	2/26/2015
<p>Dear Mountain Accord staff, I called and left a message on Tuesday of this week and it also talked to someone that night as well. I think it would be cool if I had a train system that went underground as well as buses that would connect the mountains and I think it would be cool if it helped us with an Olympic bid again. Please I hope construction on a transit center and for the trains begins sometime. Please write back? I wish I could come to the public meetings but I work on Mondays and Wednesdays and Fridays from 11 a.m. to 6 p.m. at Leatherbus in Taylorville.</p>	West Valley	3/2/2015
<p>I like the transportation options presented in the proposal. I would love to see rail access to the mountain areas. I especially like the idea of connecting canyon areas together with tunnels. I think mountain peaks should be free of visible ski lifts. I am waiting to see how these ideas are more fully developed including costs and funding options. I am very interested in maintaining public access to the mountains and balancing that access with good stewardship to protect the mountain environment.</p>	West Valley City	2/4/2015
<p>I've been following closely the ideas proposed for LCC. I'll make my points brief. Salt Lake City and BCC and LCC, in particular, is my vacation destination since 1994. It's maintained my loyalty for a simple reason, it's not like other ski areas or mountain ranges. It's still beautiful, preserved and not Colorado, Tahoe, Whistler etc... When I started coming I hiked in the summer, resort skied in the winter. As time passed I added back country skiing and continued to hike. You have a precious commodity, one I would hate to see become Vail Colorado. Increased bus access and better avalanche diversion are cheaper and better options than tunnels, trains, and ski resort expansion. To my skiing friends, I love about BCC and LCC. It's the best skier experience in the United States – and I've skied everywhere. There are no resorts or ranges with better snow, easier accessibility, or skiing experience. It's beautiful, unique and caters to those who love to ski both in the resorts and the back country. It pains me to think about what it might become if places like Grizzly Gulch are lost to expansion, or gondolas connect the areas. Seriously, it would be a tragedy. It pains me more when I think about the risk price tag and risk to owners and taxpayers. If, for some insane reason, you expanded would people come? Is the market of resort skiers increasing? From everything I read, it's showing no growth. The expansion seems like a terrible waste of money, energy, natural resources (the water shed possibly) to destroy what is currently the best skiing destination in the United States. You have something special - don't ruin it! Let LCC and BCC be who they are and make them better at who they are.</p>	Wisconsin	3/11/2015
<p>I think it is a good idea to explore the transportation possibilities and address the current bottlenecks. To date Summit County and UDOT have done a horrible job keeping up with the massive growth (and associated transportation issues) in Western Summit County. As far as the resort expansion and the "One Wasatch" proposal are concerned, I think a solution would be building 2 high speed high capacity gondolas. One gondola from the base of the Jupiter Chair WEST to the Brighton Circle or just West of there. Then another high speed high capacity gondola from near the base of the Millicent chair through Grizzly Gulch to the upper ALTA Parking lot. This would open up the concept of an inter connected group of ski areas without having difficult back country type skiing for the tourists. The resorts could control the times and days these gondolas would open and that would help with the efforts of avalanche control (if it ever snows here again), as well as how to sweep the runs at night. Having people get off the Jupiter chair with a multi area lift ticket pinned to their jacket and no first hand experience navigating that kind of terrain is just a bad idea. Light rail trains cost many more millions per mile than Gondolas. Digging tunnels would be expensive and would also create issues with ground water and the water rights of people in different drainages (this battle was fought 100 years ago with the digging of tunnels for silver in Park City). VAL will help by moving cars out of the two lots at PC and Canyons so they can develop the land there. Having a large transportation terminal out on I-80 should be looked at ASAP. Land is at a premium so the time to buy a big enough piece is now. Maybe the RANCHO on the South Side of the freeway between the Junction and the mall??? I lived in PC for 17 years and friends of mine tell me its 30 or 40 minutes now to get into town from the Junction in the winter. Its sad to see the popularity of Park City be its demise.</p>		2/5/2015
<p>This proposal will kill the town of Alta. Who will stay at the Rustler if they can stay 10 minutes away via train at a cheap Hyatt. The lodges I'm sure barely scrape by as is, there is already little and still vanishing incentive to live in the canyon. Who will want to own a multi million dollar house here on a dead end road with absolutely zero summer activities when they can own a multi million dollar house in Park City and take the train to Alta for their one hike to Creet lake in the summer. We all loved Alta for how out of the way it is, how you can't get there sometimes that feels special. We all loved Alta because it never tried to be anything it wasn't. It's a dead end road, and having a train that will likely only run during peak times to bring you to Park City does nothing for those that chose Alta as their lives. We don't live here to shovel copious amounts of snow once interlock is lifted only as the first trains get here from bone dry Park City and Sandy. The greed of ski resorts needs to stop and did back in the day when they set resort boundaries to begin with. The bus is already not affordable and it runs on an existing layout. It costs more to ride the bus one way up the canyon than to get around Manhattan all day. At least in Manhattan I could ride the subway to places I go to make tons of money to save up for my trip to Park City every year to ski Alta with ease, but only when it snows because that place isn't worth me skiing when it doesn't.</p>		2/5/2015
<p>To whom it may concern, I almost started filling out your questionnaire on the website but noticed that all the questions were conveniently manufactured to funnel people into answering questions about the blueprint as if the Accord were already a done deal. Well, nuts to that. I think it's imperative to first take a step back from all the proposals and PDFs and ask ourselves what the genesis of this idea was. How did the Mountain Accord (MA) come into existence? It wasn't as if the Powers That Be decreed the proposals of the Accord to be so, and now a few benevolent stewards are trying to make the best low impact solution out of an inevitable situation. On the contrary. The genesis of the MA is the response of a handful of public and private entities on how to keep Utah's wilderness profitable (monetizing nature), and I've got serious beef with that. I think the MA does highlight a few problems that need to be addressed. Among them perhaps one of the most pressing is how to handle the steadily increasing traffic and parking flow up the canyons (especially Big and Little Cottonwood Canyons). But these issues could be resolved with a much smaller impact than boring a hole through a mountain and/or digging up wilderness to lay down tracks for commuter rails. Such solutions could be as simple as expanding park and rides and natural gas shuttles. I think it's clear that the MA's primary goal of low-impact, wilderness conservation is not as they claim it is, because their proposed blueprint is the highest impact solution to getting more people up the canyon that could possibly be imagined. Finally, one of the items highest on the list for next steps to be taken is to "identify and evaluate fee options"... Don't even think of proposing more fees. The only justification for more fees is to finance the project you want to construct, laying the burden on those who you're pretending to service in the first place. God gave us this beautiful wilderness to enjoy and explore and discover away from the rest of what the world has to offer; don't put a price tag on it.</p>		2/5/2015

<p>Concerning Proposed Next Steps: Transportation-A light rail system is excessive and makes little sense in terms of addressing the main issues relating to transportation (parking, avalanche corridors). This option should be taken off the table. To address the issue of parking it should be noted that this issue is limited to a few peak seasons and popular weekends. However, generally speaking parking is not an issue. Too many people wanting to spend their money at a resort seems like a resort problem and not a bad one to have. This issue should be left to resorts to solve not passed on to the tax payer. Environment-We need to do everything we can do to protect the limited open spaces left. They are our valley's greatest resource both in terms of future economic growth and future water resources. Development outside future resort boundaries should be ended, with exception to possible private/federal land exchanges (e.g., Mary Ellen gulch, lower silver fork, hidden canyon for Grizzly Gulch, South face of Upper LCC, Upper Mill D, White Pine, Catherines Pass, Superior) which all seem to be viable options for future land exchanges. Recreation-it should be noted that when a person chooses to go to Colorado rather than Utah for a winter vacation it's not because we don't have a light rail system. We need to fix our image before we fix anything else. Furthermore, when you look at the growth in the tourism/ski industry the only growth is currently in the backcountry ski and snowboard sectors. There are a lot of reasons for this but in part riding a resort is unaffordable for most residents. I live and teach at the mouth of LCC, I rarely can afford the cost to go to a resort to teach my kids to ski despite the fact that snowboarding is a huge part of our lives. Ask 30 kids in any random classroom how many have been to Alta and you would be blown away by how few of our youth have been up LCC or any of the other major canyons. It's more and more becoming limited to only the most privileged few. Other- It seems from what I can tell reading the proposal that regarding economy and transportation the proposal only benefit the private sector (resorts/developers) while leaving it to the public to front the cost. Build a massive parking area in the gravel pit and increase bus frequency including during popular summer weekends. Limit all future development to currently developed areas. Provide the public with % of results from these surveys and comment opportunities. Put the local residents before cottonwood developers and canadian based developers. If it's not popular scrap it don't bring it back hoping to burn people out on the public process.</p>	2/5/2015
<p>I took the time to fill out the survey online, but wanted to augment it slightly - I'm in favor of the proposed plan, assuming it includes Alta making Grizzly Gulch public land (and it becoming protected). Without that, the plan is essentially a non-starter...</p>	2/5/2015
<p>Likes: 1. P 3 I like that you say the Wasatch Back "rural qualities" WILL disappear. 2. P 6 I like that you say "This WILL result in crowding, resource damage and degraded recreational experiences. 3. Transit incentives and auto disincentives. 4. Year-around bus service in Big Cottonwood - However, both Big and Little would be nice. 5. Mill Creek Shuttle 6. Increase protected public lands. 7. Encourage development patterns that reduce automobile use and achieve desired community character. Concerns: 1. 23 individuals representing a variety of organizations, TWO women. Come-ON, Utah! It would be laughable, except it's a crying shame. 2. 416 Acres in AF canyon to be privatized. 3. 108 units at Alta with culinary water. MORE water for ski resorts to make fake snow. 4. "preserve key back country terrain." Who chooses what is "key"? I think it's all key. 5. P. 9 Transportation. First on the list: High capacity transit in the Little Cottonwood Canyon/ Park City Corridor. (What "corridor" ?? I more water're talking about Grizzly Gulch, but that isn't a corridor unless you plan to develop it. Which is clearly, you are.) Last on the list: Bikes and pedestrians. I think your priorities are askew and should be the exact opposite. 6. P. 7 Economy. The language here is sneaky. "World-class transit system to connect the Wasatch Front's powerful and diverse economy to the specialized economies of Park City, Summit, and Wasatch Counties." Sure seems to me like you are leaving the door wide open for a "One Wasatch," "interconnect," or something along those lines. I oppose. I believe a "transit system" along those lines is mis-labeled, unnecessary, environmentally destructive and damning to the quality of life to anyone who wants quiet and solitude in the Wasatch. 7. Similarly biased language: transportation is "auto-oriented" and "offers little choice." We designed it this way! You can't have a city that is totally dependent on cars and canyons that are not. 8. "Tourism market that is competitive now and into the future ... to connect fragmented economic markets." Again, you are laying down the foundation for an inter-connect. I am against the concept because it will destroy back country skiing and solo/quiet experiences in the busy/ over populated Wasatch. Further, it is unnecessary - The backers are pitching this idea as a transportation solution and an opportunity to make the wasatch a world-class skiing destination. In fact, the development would benefit few - mostly tourists - would destroy natural viewpoints, and would impact natural resources greatly with it's accompanying roads, electric, and noise. I will leave the Wasatch if this concept is pursued. You must realize that you are driving locals away with this unhealthy focus on economic growth. 9. Identify key wildlife corridors. Really what that means is "whittle away at wildlife habitat." Instead: more protection across the board. Development should stay at the resorts. Period. Public lands should be expanded in both acreage and in level of protection. 10. We all know that NEPA is just sanctioned development. How will your development ideas impact air quality?</p>	2/5/2015
<p>I fully support the One Wasatch Concept. Creating an experience like none other in North America will better the future of our state.</p>	2/5/2015
<p>Transportation: • Electrify transportation as much as possible • Install more renewable energy generators or energy storage to power additional electric transportation • Use hybrid engines and natural gas rather than gasoline when full electrification is not possible • Use regenerative braking for trains and buses • Use marketing and outreach to show that using public transit is the better (cooler, safer, less expensive, etc) alternative to driving. There seems to be a cultural idea that driving a car equals freedom (even if you're stuck in traffic) and public transportation is restrictive and for poor people. Using advertising and marketing to show that well-to-do, "average", attractive, or "cool" people use public transit could help change Utah's driving culture. • Keep the cost of public transit competitive or less expensive than driving. Wallets speak louder than words • Offer packages for groups of riders or monthly/weekly/daily passes so that public transit is less expensive than driving or car pooling Economic: • As much as possible, incorporate sustainable designs, such as LEED certified, passive solar heating and cooling, and onsite renewable energy generation into new building constructions or renovations. • Showcase the simplicity, beauty, and comfort that can come from sustainable designs and practices with new economic development, encouraging residents to incorporate these same practices at home. Recreational: • Near roads and areas of high-congestion, make the bike lanes visible. If drivers are stuck in traffic during rush hour every day and see bikers racing by on nearby trails, they may consider biking instead of driving • Make the bike lanes/paths wide and safe. Safety concerns may stop people from cycling or other recreational forms of transportation Environmental: • Make environmental preservation the goal of the other 3 categories (through the use of renewable energy, sustainable design, recreational or public transport, etc) Overall, this looks like a great plan and a great opportunity for Utah. I fully support your work, and I hope to see this kind of plan extended to other Counties on the Wasatch Front. I lived in Provo for many years, and I always wanted to see this kind of plan in Utah County. Currently, I work in the field of distributed renewable generation and energy. Having lived overseas in Japan for nearly ten years on three separate occasions, I would highly recommend exploring the use of trains (and tunnels) to connect our resorts to each other and to SLC International Airport. Aerial lifts are also an attractive option. The convenience, reliability, safety and reduction of individual vehicle traffic are all appealing virtues of this approach.</p>	2/6/2015
<p>All, my wife and I would like to comment on the Mountain Accord recommendation for a train up Little Cottonwood Canyon. As background, we live on the outskirts of Park City, just past Parley's Summit. I have a season pass at Alta and ski there 40 to 50 days a year. I also spend about 10 days a year in the warm weather hiking and biking in Little Cottonwood. I have read the White paper that Mountain Accord has published. In summary, we are strongly opposed to the train recommendation for the following reasons. Usage : any transportation proposal must be evaluated in terms of how many riders to use it. We are having a hard time understanding the train usage numbers that Mountain Accord is touting based on the following : 1) Warm Months : for 6 to 7 months a year , we believe there will be minimal, if any , riders on the train. There may be some riders to Alta, during the wildflower season, or Snowbird during October/November , but overall the train will not be used for the majority of the year. 2) Cold Months : Based on my experience over the past several years , I believe that there are only 20 to 30 days a year that there are transportation issues (e.g. full parking lots) in the Canyon. I accept that this can change in the future but I am not sure how dramatically. On a normal day, it takes about 20 minutes to drive from the mouth of Big Cottonwood Canyon to either Alta or Brighton. Unless the Little Cottonwood Canyon route is restricted to cars , or the resorts charge a high parking fee, private autos will be the preferred option for most skiers on most winter days. I see little ridership on any day to Brighton if a tunnel is built - a car ride up Big Cottonwood from the Valley will be much faster and more flexible. An extension to Park City would have similar issues as noted above and could well be a disaster for the town. Capital Cost : the capital cost of a train up Little Cottonwood/Brighton/Park City (Option B) is estimated to be \$2.68 to \$3.18 while a full train system (Option D) is \$4.18 to \$5.18. We would question the accuracy of these estimates - it is very rare that any Government project comes in on time and under budget. As such, we believe actual costs would be much higher. Who pays ? : We understand that one of the arguments for a train is that the Federal Government will pay for it. I find this very hypocritical given Utah's antipathy towards Washington and desire for a balanced budget. We are taxpayers and would certainly be opposed to spending our taxes, and burdening our children with more debt, for this project. Environmental Concerns : : We understand that an Environmental Impact Statement (EIS) will be part of Phase II. It is critical that this EIS be thorough , objective and free of any influence from UTA, ski resorts and developers. Little and Big Cottonwood Canyons are watersheds for the Valley , whose population is forecast to grow dramatically over the next several decades. The EIS should not only address the long term impacts from a train ( as well as attendant development in the Canyon ) but also construction phase impacts. For example, will construction traffic use the existing road in the Canyons ? What will be the impact on roads at the mouth of the Little Cottonwood ? There are a myriad of questions which must be answered on any large construction project in a watershed. Land Transfer : One of the underlying assumptions in the Mountain Accord process seems to be that the ski resorts will only trade land if a train system is built. We really question this assumption but also completely understand the negotiating position that has been taken by the ski resorts. Why wouldn't you push for a deal where you get a state of the art transportation system, to deliver customers to your business, at no cost to you ? However, we believe that the resorts real prize in this deal is land to expand their bases. We think the resorts would do a land exchange if an improved bus system was put in place or even if no transportation improvements were made. It is critical that the Forest Service appraise it's land based on fair market value in order to protect the taxpayer. In summary , we are opposed to a train up Little Cottonwood Canyon for the reasons noted above. We are concerned that the Mountain Accord Process is "fixed" and appears to mimic the Prison Relocation fiasco now unfolding . Just like the prison move from Draper was "pre ordained" ( one member of the Relocation Committee was quoted as saying the panel was not established to evaluate whether to move the prison - that decision had been made - but where to move it ) , it appears that a train recommendation has been dismissive of dissenting views and also been "pre ordained". While we realize that a train benefits UTA, big construction companies/developers and the ski resorts, we do not think it is the right answer for the taxpayer or the water shed. We are supportive of an improved bus system which makes sense on all the points that a train does not. Thanks.</p>	2/10/2015
<p>We are concerned that the Mountain Accord Process is "fixed" and appears to mimic the Prison Relocation fiasco now unfolding . Just like the prison move from Draper was "pre ordained" ( one member of the Relocation Committee was quoted as saying the panel was not established to evaluate whether to move the prison - that decision had been made - but where to move it ) , it appears that a train recommendation has been dismissive of dissenting views and also been "pre ordained". While we realize that a train benefits UTA, big construction companies/developers and the ski resorts, we do not think it is the right answer for the taxpayer or the water shed. We are supportive of an improved bus system which makes sense on all the points that a train does not. Thanks.</p>	
<p>Some of the ideas in this section have been discussed for years, some are practical, and some are ideological, but not realistic. The canyons are, and have been since Utah was settled, accessible to everyone. Banning or limiting cars in canyons, creating disincentives for cars to go up canyons, charging for parking at the bottom or in the canyons, and charging fees to access the canyons is contrary to allowing access to citizens. These types of transit changes should not be allowed. It is less expensive to drive up BCC or LCC than pay for a round trip bus ticket. It is also important to point out that people live year around in both BCC and LCC. They have every right to access their homes without being charged to go up and down the canyons, or wait for buses (if they show up). The same rights are due to cabin owners up all the canyons as well. Bus transit should be available year around in Big and Little Cottonwood Canyons, as well as Millcreek Canyon. Limited stops should be available in all canyons. But, UTA buses and schedules would need to be much more reliable than they are now. The expense of using the UTA buses needs to be significantly decreased. Transit between SLC Airport and Park City should be correlated between UTA and Park City Transit. Quinn Junction, Kimball Junction, Silver Junction, as well as other Summit County areas, are transit issues for Summit County and Park City to correlate. Safety for bicycles and pedestrians in the canyons is more a matter of abiding by the current laws, along with the responsibility, of bikers and pedestrians. Better enforcement of current laws would help keep pedestrians and bicyclists in line. Some of the concepts such as trains, trams, gondolas, lifts, and even a tunnel between Little Cottonwood Canyon, Big Cottonwood Canyon, and Park City need much more research and data before even suggesting it in an EIS. The tunnel concept, for instance, would be very expensive, with questionable need. There are two tunnels under construction right now, one in the State of Washington and one in Switzerland. The Washington tunnel is to be used by automobiles, is two miles long, costing \$2 Billion. The Washington Tunnel was a two year project, now delayed, and is a four year project with a potential cost overrun of another \$1 Billion. The Switzerland tunnel (Gothard Base Tunnel) is 35 miles long, used by trains, and has cost so far \$10.3 Billion. The Gothard Base Tunnel is a 10 year project and currently on schedule. Tunnels up the canyon are not financially feasible and the need is seriously questionable (it would probably cause more traffic problems than it would fix). The Proposed Next Steps of PB include an EIS. An EIS is supposed to offer different choices in which actions to take and offer data and justification for each option. The four areas in the PB are ideological and do not offer, nor suggest, the options required for an EIS. Pursuing an EIS at this point is premature. There are issues that need to be reevaluated due to admittedly missing data; more realistic data needs to be acquired before an EIS is pursued. Much of the PB Proposed Next Steps deal with transit issues; there needs to be much more clarity in the possibilities of transit options, along with realistic, estimated costs and environmental impact. The Mountain Accord Project is not ready to pursue an EIS at this point, you need to revisit all the areas in the PB and provide more realistic data and information. I do believe that NEPA requires data not currently available in this PB. In summary, the Mountain Accord Project is well intentioned, but not ready to move to the next step, an EIS under NEPA protocols. The membership of the environmental subcommittee needs to be rebalanced and all the issues revisited and reevaluated. The recreation subcommittee needs to address additional issues mentioned above. The economic subcommittee needs to limit its issues to the Central Wasatch Mountains, dropping the urban areas. Additionally, real fiscal costs of pursuing the goals of Mountain Accord need to be provided before moving to the EIS process. The transit subcommittee needs to provide more data and realistic transit concepts, including costs for each concept and how it would be funded. The EIS needs to be postponed until "we the people" have a better, more realistic picture of the Mountain Accord goals and of the costs of the four areas in the Proposed Blueprint. Thank you for listening.</p>	
<p>Let me begin by saying I am a big fan of the Mountain Accord planning process and very much want to see it continue. As far as the transportation elements are concerned: 1. My top priority is to see a dedicated high speed transportation corridor developed up Parley's Canyon from Salt Lake City and the airport and down S.R.224. 2. Rapid bus transit also needs to be developed from Wasatch County to Park City and a dedicated high-speed corridor developed on S.R. 248. 3. I can't imagine that trains and tunnels are economically viable either from a capital development standpoint or from an O&amp;M standpoint. I don't think the population density justifies their consideration at this time, but might at some future date once the proper high speed dedicated ROW's are secured. So these ideas should not take priority in the Park City area. 4. I do think that high speed bus rapid transit makes sense at this time and should be pursued in the short and medium term with possible trains at some future date. 5. Tunneling into Park City creates a myriad of land use, traffic and congestion issues and should not be pursued at this time, though the feasibility can be further studied. 6. I favor the One Wasatch proposal to link the resorts over the snow not so much as a transportation solution but as an amenity that helps the Utah Ski industry stay competitive in an increasingly competitive environment. I don't think this proposal creates undue environmental or water degradation issues, but I doubt it will solve many traffic issues. 7. I agree with the majority of recreation, trail and open space issues, though I do not think Grizzly Gulch should be put into wilderness which would make the One Wasatch proposal more difficult to accomplish. 8. Economically, Park City depends on it's unique up-scale brand, its proximity to the SLC Int'l airport, and its reliance on destination skiers. I am strongly opposed to anything that negatively impacts or dilutes these attributes. Again, I appreciate the considerable thought and work that has gone into these early phases of the Mountain Accord process and fervently hope that it can continue. Unfortunately I will be out of the country when the next public hearing is held on February 24.  Best of luck.</p>	2/10/2015

<p>Hello. I am a local landscape photographer here in the Wasatch. I enjoy these mountains year round from hiking, backpacking, fly fishing, and backcountry snowboarding. These mountains are my home. They have been all my life. They are the lifeblood of the area for without their water, this place would be an arid desert. Protection and conservation of such a fragile resource should be priority number one. Anything less is just spoiling these amazing wilderness and forest areas for future generations.</p> <p>I find it appalling that inside of three designated wilderness areas, our ski resorts want to develop more land than they already have. This does not serve the purpose of the citizens who call this place home. It only serves the profit motive for these resorts. The Wilderness Act that was adopted by Congress in 1964 was designed to protect these areas, and was defined as a place that man is a visitor, and would not remain. Now these ski resorts are looking to remain based on trying to draw more tourism by these elaborate platforms to permanently scar our canyons with more construction. This will not only impact the visual look of our canyons, but will have a huge impact on our watershed.</p> <p>A good business model would be to serve the best interest of the community that you operate in. As of late, the transportation solutions provided i.e. SkiLifts, One Wasatch, and the rail proposal for Little Cottonwood Canyon are destructive projects which will permanently scar these canyons. You want a transportation solution? Year round bus service up all three canyons. Off ski season service with buses at 8,9,10 AM, and down buses at 2,3,4,5,6 PM. Expand this service so hikers and recreational users of these canyons have the option to not have to drive their vehicles up any of the Tri-Canyons. As well, it would bring more business to these resorts during the summer season as they would be the only amenities available, creating a larger customer base to these resorts. And the best part, a bus does not cause anymore construction and destruction of our fragile canyon system.</p> <p>I think all these big money ideas are not in the best interest for the citizen of Utah. And I will pledge my whole effort in fighting this kind of corporate development from happening. I do not see smart planning in the works, I only see flashy ideas that even your tourists who come here say they are not in favor of. Do the right thing, and leave our canyons how they are. There is no need to expand our ski resorts.</p>	2/12/2015
<p>Hello, Everything looks ok to me in the blueprints regarding the Cottonwood Canyons land swaps, especially the "private lands in consideration to become public". However, the maps are in low resolution and hard to decipher exactly where these boundaries are. In addition, the most appalling new development (that seems to be attempted to be slid under the radar) is the "Public Lands in Consideration to become Private" in the American Fork basin (Utah County). What exactly does "public" to "private" mean in this specific case, and can we please be pointed in the direction of how to get more information on this?? Thanks</p>	2/12/2015
<p>I'm concerned that dispersed use is thought of as simply access to the popular hiking trail heads. This avoids a "bottom to top" mindset, but still concentrates use in a few areas. To my mind, truly dispersed use allows users to access any place in the canyon that they desire. As a rock climber, one of the key elements I would like to see in any transportation plan that includes a mass transit (bus, shuttle, etc.) is the ability to get off wherever we want, rather than just a few designated stops. There are many climbing locations scattered up and down the canyon, sometimes known only to few users. These may not be correlated with the more popular hiking trailheads, but are nonetheless desirable recreation destinations. A system that only allows boarding at pre-designated stops will lock out users from accessing these sites. An example is the current bus system in Big Cottonwood. The ski routes only stop at the Spruce and Reynolds Flat, so a backcountry user seeking to access any of the other side canyons is unable to use the bus and therefore must hike. The Zion shuttle is another example. It is awesome for getting hikers to the key trailheads, but does not allow for any other access.</p>	2/12/2015
<p>Hello...This is my comment on the Mountain Accord: Most of this has to be swallowed to protect whats there, and that, with a little choking, I can do. HOWEVER... The light rail up Little Cottonwood will destroy the precious hiking trails in there. That doesn't work for many of us, it is big infrastructure and \$\$\$ benefiting only ski areas, and only in winter. It will run empty otherwise or not run at all, while making a very sweet hiking area more industrial year around. Who knows what water quality issues it will create in building. It will be a mess regardless. No light rail to Alta! Thanks.</p>	2/12/2015
<p>To whom it may concern: As we have all followed closely the results of the Mountain Accord, it has come to my attention that grizzly gulch's future isn't secured in the final plan. This is unacceptable for a number of reasons: 1.) Grizzly gulch is only partly owned by Alta, and the other parts are protected public land. Which would have to be crossed, sold, or taken away from the public. 2.) Grizzly gulch already has a high level of Alta slack country traffic, traffic that would be very disappointed with losing their easy access terrain to lifts. In fact, as I skied today in Wolverine Cirque (just past the top of Grizzly) I encounter probably 30 people or more traversing in from alta. Some of them did not have back country at all—a testament to how easy it is to access this terrain already. Also, from the Millcreek lift at Brighton, one can beat the top of twin lakes pass (The top of Grizzly) in less than 20 minutes, or at the top of wolverine in slightly more. From the solitude traverse it is less than 10 minutes to the top of the pass. With the unbelievably easy access you can guess the area is already crowded. In fact as you do the standard exit out of Grizzly there are places that actually have moguls forming this week, a sign of very high traffic, in fact the highest traffic area in the Wasatch that is not in a resort. On the ski out at of Grizzly today I passed an estimated 20 people on the way up, this is just a hint of the actual back country traffic from the resorts. With all this use you would think 'why not just make it inbound then?' Well because even with all that traffic, you can still have pristine wilderness trunks in untracked snow. Something that is literally impossible at a ski resort in Utah in todays world. Add in some rope lines, bomb holes, groomers, slow signs, litigation, and worst of all a lift, and it is all lost. It becomes no different than just another run at Alta. 3.) Skiing today in grizzly gulch I ran into a group of about 6 French-Canadians enjoying great lines in Wolverine and then later off Patsy Marly into grizzly. I asked them why they where working so hard for their turns here when they all had expensive day passes at Alta. Their answers ranged from fresh powder turns, a little real exercise, to experiencing the a little silence amidst the drone of lifts and the blare of the lodge music. Would these people come back to alta after 2 weeks of terrible snow if they didn't have this opportunity? I think not. Others have termed this as 'strangling the golden goose' and I think it applies clearly here. If Alta wants to keep these 6 French-Canadians to return, opening new terrain, or even building a lift at Grizzly is likely to send them somewhere else with better slack country like Snow Basin, White Water, or Fernie. 4.) As the climate continues to change, Very high altitude (which we don't have) is becoming more and more important as we have weeks of record temperatures and little to no snow at lower elevations. In fact TODAY is an excellent example, and like pre and post season months, you literally can't ski safely below about 8500ft without fear of skiing on rocks and dirt or being buried in a wet slab from all aspects. In the wasatch, right now grizzly gulch is the only option for reasonable exits. If you take this away, the last 2 weeks of the season would mean the backcountry is closed and only those who like to, or are rich enough can ski. Sounds a little like take from the poor and give to the rich—and that is exactly what it is. 5.) Grizzly is one of the primary area for people learning to backcountry ski. From the parking lot at the top of LCC to the top of Patsy Marley is only 1800ft in vertical. Starting out, this is a daunting amount. Some cannot even make it to the peak their first few times. Very few other places have the level of safe access and short approach in the Wasatch. This week, there are no other options in the Wasatch that meet this criteria. Because of this very issue, it is also a prime location for doing avalanche classes. At this latitude, the aspect for skiing is very important, so North aspects consistently ski better than any other slope. Grizzly is the only location in the Wasatch with a short approach and access to High altitude North Aspect terrain. 6.) Historically speaking, Grizzly is also the home of the first Natural Gap jump, and represents a revolution in skiing. People come from all over the world to film Gap jumping courses in Grizzly that are hand made with shovels and lots of time. Do a quick youtube search for Chad's Gap and you will find literally hundreds of videos about just this one Gap, and many more exist. This entire culture will no longer come to grizzly gulch if a lift is built, and especially if it becomes open terrain, and this specific group of skiers will no longer come to Utah. Another strangled goose, and lost revenue. Finally in a brief summary Every user group will suffer from ANY development up grizzly gulch.</p>	2/12/2015
<p>It is an iconic location representing the backcountry of the Wasatch to the entire world, and without it, that picture will be lost. No longer will Ski Magazines display full page photo's of 'Alta Backcountry' that represents the best free advertising. Alta, Brighton, and even Solitude will suffer from lost revenue from the slack country skiers that no longer have a draw to the iconic and easy access into Grizzly gulch, and twin lakes pass. Finally, and probably most importantly, you are taking prime backcountry terrain from a hug local contingent, and giving it to the rich ski resort owner so they can attempt to boost their dwindling annual skier count when in actuality it will likely cause an initial increase followed by a drop in numbers. With lift tickets breaking the \$100 range, your local contingent is already very small, and after such an expansion, and subsequent increase in ticket prices the locals will find other places, and other hobbies. Please stop the future development of Grizzly now.</p>	
<p>I am in support of the Mountain Accord initiative.</p>	2/13/2015
<p>1. ROCK CLIMBING: There is a rich history of rock climbing in the Cottonwood Canyons dating back decades. The climbers have been active stewards of the area via trail building, trash pickup, and graffiti removal (especially through the efforts the Salt Lake Climbers Association). There are a variety of bouldering/climbing areas that are very close to the roadside low in LCC canyon. Some of the transportation alternatives proposed show a widening of the transportation corridor to allow BRT or Light Rail. This widening construction could very much destroy these popular climbing destinations. I do NOT support these alternatives if they threaten the bouldering in LCC at areas commonly known as The Secret Garden Cabbage Patch 5 Mile None of the proposals seem to try to actively limit private automobile traffic. Instead it's BRT or Light Rail that is proposed that we hope will convince people to choose transit over their car. But they will continue to drive right alongside the train. Instead, people (including me) need to be forced out of their car by not allowing cars at certain hours/days and only allowing a frequently run bus system to operate in the canyon on the road lanes that are already present. 2. GRIZZLY GULCH: The backcountry area known as Grizzly Gulch should not be developed by Alta. This one area will give hordes of skiers access to the adjacent drainages by allowing them to traverse along the ridgeline to Silver Fork and Days Fork. ☹</p>	2/14/2015
<p>Mountain Accord, I think that the currently proposed blueprint is a positive step in the right direction, towards preserving the remaining undeveloped, natural areas in the Wasatch for all to enjoy. I do not support the potential for development in Grizzly Gulch. Grizzly Gulch is a priceless backcountry area, allowing skiers, snowboarders, and snowshoers to enjoy easily accessible upper-elevation terrain. Developing this area steals this area from the public and reserves it for people who can afford to ski at the resorts. Keep Grizzly Gulch wild!</p>	2/14/2015
<p>I am both a resort skier (Alta, Snowbird, Solitude) as well as a backcountry user. I largely side with the Wasatch Mountain Alliance's response to the Mountain Accord Blueprint and find my biggest hangup is the lack of protection for the Grizzly Gulch area. I applaud the process and hope there is a way to move meaningfully forward with these important protections for the Wasatch.</p>	2/16/2015
<p>Dear Mountain Accord, Thank you for continuing to send updates to, and to request information so transparently from, the community. After reading through the blueprint, I think it looks great. I would encourage you to develop the ski link route from park city to solitude as soon as possible. Keep Telluride, CO, in mind as an example. Make Salt Lake City an example of what great public transit can offer before it turns into LA. Make it exciting, affordable, accessible. Again, look into what Boulder, CO, did for developing their public transit system: both physically and economically. SLC is difficult to accommodate for because there are so many major thoroughfares. But, as a recent transplant, I will tell you that because of your progressive recommendations I am more encouraged to stay in the valley and contribute responsibly to the community. Thank you.</p>	2/16/2015
<p>What is the status of these other areas of the Cottonwood Canyons: Red Pine, Maybird Gulch, Northern Powder Circuit (used by the Wasatch Powderbird Guides, it is ski drainage acreage on the South side of Big Cottonwood Canyon), Mary Ellen, and drainages South of the South Ridgeline of Little Cottonwood Canyon.</p>	2/16/2015
<p>Dear Mountain Accord, I am submitting this comment in response to the proposed plans indicated on your website. I am particularly concerned about the proposed land swap in American Fork Canyon near Tibble Reservoir. This is one of my favorite places to ride my horse, and I am there often multiple times a week all summer long. This beautiful area is also heavily used by hikers, motorcycles, bikes, and picnickers, hunters, fishermen, etc. The proposed land swap, quietly hidden under the rest of the more visible plans, smacks heavily of a land GRAB, in a prime recreational area. Please do NOT approve this land swap, and its potential for a Tibble Fork ski area without SUBSTANTIALLY more public visibility, comment and awareness. It is one thing to approve commercial recreational changes in full view of the public (as the rest of the plans appear), and quite another thing to have a quiet addendum hidden deep in the bowels of pages and pages of information, skulking around to avoid the light of day. The potential impact of this swap was not clearly delineated, and it warrants full public review before being seriously considered. Please do not approve the land swap in American Fork Canyon at this time.</p>	2/16/2015
<p>Hello, As an avid user of the Wasatch range, I've been watching your work with great interest.</p> <p>I own a home in Sugarhouse that we rent out on a short term basis to people coming into town for various reasons. This week I got an inquiry from someone in New York who wants to stay in our house but does not want to rent a car. She will be attending a conference at the convention center and also wants to spend a day or two hiking some of our great trails. The public transportation from Sugarhouse to downtown is great. To the east side, however, it's much less convenient.</p> <p>For residents and non-residents alike, a train across the east side of the valley would be fantastic. From the U to the bottom of Big and Little Cottonwoods (and onto the resorts, for that matter). Ultimately, having a train from Salt Lake to Park City makes a lot of sense to me as well, not only for tourism but for the amount of people who commute between the two cities. For this woman who inquired with me this week about hiking, I ultimately felt I had to suggest to her that she rent a car for her hiking days because I didn't feel comfortable suggesting any of the public transport options to the east side and the Wasatch back.</p> <p>Thanks for the opportunity to provide my input. Thank you for the great work you are doing to create functional, environmentally friendly transportation options and at the same time minimize the impact on our most precious asset - the Wasatch.</p>	2/17/2015
<p>I just wanted to give my general feedback on the proposal being looked at for the Wasatch Mountains in the future... Positives: I like the increased emphasis being placed on public transit options in both the Cottonwood Canyons and Park City-SLC corridor. Personally I think some sort of train system (ideally connected to the city's trax) would revolutionize the overall experience of skiing in Little Cottonwood Canyon and hopefully reduce canyon closure delays as well as eliminate traffic congestion (pollution). I am of the mind that making Little Cottonwood Canyon car-free would benefit both the environment and visitors (it would be wise to create a train schedule that has different schedules - i.e. an Alta express, a Snowbird only, a train that stops along key backcountry points, etc. - I say this because I realize that my own use of the Ski Bus has declined ever since the Alta express bus was done away with).</p> <p>I also like the general concept of interconnecting hiking trails from SLC to Park City. I believe it would be not only possible but beneficial to the summer recreational growth of the area if hiking from downtown SLC (via City Creek/Bonneville Shoreline Trail) to Park City was not only possible (I sort of can be done now with some real creativity) but was a positive hiking experience that lent itself to tourists enjoying the Wasatch in a format similar to hiking in Europe. Personally I think it would be possible to extend this notion in such a way as to interconnect Ogden, SLC, and Park City - this is an area where our community has fallen behind other cities/towns that have the same kind of access to mountains that we enjoy.</p> <p>Negatives: Further ski resort expansion and interconnection. I believe that remaining areas of "wild spaces" in the Wasatch must be preserved. I fear that both the environment and non-resort users will be negatively effected by further development. I am primarily a resort skier; however, I realize that this is a luxury that takes its toll on the environment and we should not be increasing our footprint on the Wasatch. In particular I am troubled by ski area expansion that "reduces" the distance between resorts. Ski lifts have an effect on both the winter and summer feel of a space and increasing the number of lifts turns once wild places into something manufactured and disturbed.</p> <p>Any transportation expansion should be done with the goal of reducing the number of cars in the mountains and some of the potential "road improvements" looked like they would turn the Wasatch range into more of a highway system than preserve the mountain range. The two sides of the Wasatch do not need to be further connected through a mountain highway system.</p>	2/17/2015

<p>I am not in favor of increasing recreational capacity in the central mountains for the following reasons: 1) Global warming is increasingly impacting the length of the ski season in Utah. Creating a large infrastructure to promote additional skier days does not seem like a responsible use of tax payers dollars—given the inevitable decline in skiing. I was a ski instructor at the Alta Ski Area for 12 years (1980-1992)—during that time period our ski season went from mid-November to mid-May to after Thanksgiving to Easter. The shortened ski season made it difficult to earn a living in the industry.</p> <p>2) I do not favor a plan that would impact the Tible Fork area. This is a widely used recreation area for hunters, bikers, horseback riders, hikers, picnickers and fishermen. The proposed plan will create private land in the Tible Fork area which would negatively impact too many users. Given that the Tible Fork area will not be used for skier purposes—rather it is a land swap deal—it doesn't seem ethical to impact so many other recreational users.</p> <p>3) The creation of additional transportation infrastructure is not a responsible use of our mountain areas. It will increase pollution, drive-away wildlife, and impact water shed areas.</p> <p>4) There is currently an interconnect tour that allows advanced skiers to tour from one resort to the next. Why not leave this type of experience in place—rather than open up additional acreage to industrialized skiing.</p> <p>5) Utah already boasts 7 ski areas. Less than an hour away from a major airport. I don't think the Mountain Accord is a needed development—it's just a group of folks with an idea—and maybe not a great idea.</p> <p>6) It would be more of a selling point to skiers coming from other states and nations if we retained the charm of being in Utah rather than trying to duplicate a European skiing experience.</p> <p><u>page ten of the report lists the collaborators: I see that Park City, town of Alta are included, but why isn't Snowbird, Brighton, Solitude, Deer Velley and Canyons listed as well. Does that mean these resorts do not support the blue print?</u></p>	2/17/2015
<p>Thank you very much for the work you have put into this process, I appreciate it. I cannot support any plan that is vague about lift alignment for resorts. I cannot support any plan that leaves open the possibility of development into Grizzly Gulch. I would like to see more definition around the transportation plan.</p> <p>I like and support the rest of the plan.</p>	2/17/2015
<p>Thanked to American Fork forest lands should not be just sold and traded with reckless abandon. Development of af is near sighted and will not expand the skiing economy long term. The Wasatch already has too much development let's keep it wild</p>	2/18/2015
<p>I think it would be cool if you put a train in the Wasatch Mountains for transportation.</p>	2/17/2015
<p>I certainly don't know all the details about the proposal, but my first impression upon reviewing the information I've read is that it looks like it was written largely by the ski industry. A tunnel connection Brighton and Alta? Another tunnel or a lift connecting the ski resorts on the east and west sides of the Wasatch? More base development at the ski resorts in the Cottonwood Canyons facilitated by a private/public land swap? I thought that all of the Cottonwood Canyons were protected as watershed, so wonder if whatever private lands are up there are already significantly restricted for development. I realize that this is a long range plan, but taking a long range view in consideration of the effects climate change which are already effecting our snow pack and our water supply, shouldn't we consider the long range potential future of Utah's ski industry?</p>	2/18/2015
<p>I am in complete agreement with the response that Wasatch Backcountry Alliance formulated. The link for that response is <a href="http://wasatchbackcountryalliance.org/2015/02/12/wasatch-backcountry-alliance-official-response-mountain-accords-cottonwood-task-force-blueprint/#comment-113">http://wasatchbackcountryalliance.org/2015/02/12/wasatch-backcountry-alliance-official-response-mountain-accords-cottonwood-task-force-blueprint/#comment-113</a> The vagueness of the proposal is concerning in many aspects and expansion into Grizzly Gulch is 100% a deal breaker. I backcountry ski up Grizzly Gulch 10-15 times a winter and to see lifts or trains put up there would be a shame!</p> <p>Thank you for your consideration.</p>	2/18/2015
<p>I would like to make some comments about the planning for the Wasatch mountains. My biggest concern is that I want to keep the canyons separate from each other. I don't want an interconnect between park city and big or little cottonwood. Park City has experienced enormous growth. The town and resorts are crowded to the point that they are barely enjoyable anymore. I feel that we should be keeping the cottonwoods for locals (as much as possible), instead of selling out to tourism. The idea of a tunnel between big and little cottonwood is ridiculous. What does it accomplish? I feel better transit is needed, especially PC to SLc. More bus usage needs additional valley parking. I don't think a train is cost effective. I am ok with new development at the areas, I hope it won't adversely impact touring areas. An example is Snowbird expanding into American Fork (ok) versus expanding into White Pine (not ok). I realize that SLc is growing and I will change the usage of the canyons. The canyons are being over used on summer weekends, try getting a parking spot at Big water trailhead. I don't know the answer for this.</p> <p>Thank you for working on this.</p>	2/19/2015
<p>your preliminary studies are a waste of money, day skiers from the valley do not spend money, to help with traffic the light rail needs to come up from the airport, duh. your plan is never going to happen and you should be ashamed of spending our tax money to realize what is pretty evident to most. Also, our ski resorts are too big to worry about connecting them, the big majority of skiers/boarders are not going to go to more than one resort per day and connecting them is not going to help with the traffic issue we are facing one bit! Stop wasting time and money trying to do the only simple answer is bringing a light rail up from airport</p>	2/20/2015
<p>I believe that chair lift to connect the resorts is the right answer for the following reasons: 1. It would be safer. Over time, the likelihood of bus/train accidents is much higher than using a chairlift. 2. A chairlift interconnect will have less negative impact on the environment than creating a large, complex public transportation system. The impact of ski lifts is minimal. The greenhouse emissions from a transportation network would be high. 3. A chairlift interconnect will cost less to construct than a comprehensive transportation system. 4. A chairlift interconnect would cost less to operate than a comprehensive transportation system. 5. A chairlift interconnect will take less time to construct than a comprehensive transportation system. 6. A chairlift interconnect is a more practical option to make the Utah resorts work as one system. It would be much easier to take a 15 minute chairlift from one resort to another than to take odd skis and take a 45 minute bus, train, etc. To me, I am not sure why any option other than the chairlift interconnect is being considered.</p>	2/21/2015
<p>Hello, Thanks to all who have worked hard to put together a plan of action for protecting our beautiful backyard. I applaud the increase in recreational trails (I hope some of these will be closed to mountain bikes or allow bikes on alternate days only), as well as protection of some of the Wasatch's most revered backcountry.</p> <p>I have two primary areas of concern:</p> <p>* Regarding the "trade" of protected land for ski area expansion, water for snowmaking, etc. It has been my experience that protected lands do not necessarily stay protected, whereas once an area has been given over to development, that is forever. What guarantee do we have that this trade will result in protected land in perpetuity?</p> <p>And can we really afford the extra water for snow making, when NASA projects a protracted SW megadrought in the next 50 years?</p> <p>* I am STRONGLY opposed to any type of linkage between the Cottonwood Canyons and/or between the CCs and the Park City area—especially an aerial linkage. We have beautiful ski areas with unique personalities that already have plenty of business. Why the constant need for expansion? Expansion in skier numbers will occur naturally as the population grows, so the resorts will remain profitable. Perhaps a train/tunnel system could work if it were completely shielded from the viewshed. I can't quite picture it, but I see the benefit for folks in Park City to be able to take a train to Solitude and skip the long drive around. But anything that adds more development inside the canyons meets with my total opposition (including "services" at the recreation stops along the light rail system).</p> <p>Once again, thanks for all your hard work. There are no easy choices.</p>	2/23/2015
<p>Dear Members of the Mountain Accord Committee, I am a concerned back country skier, and I would like to share with you a suggestion a friend of mine had regarding transportation issues up Big and Little Cottonwood Canyons. The plan should accomplish at least three objectives: 1) decrease the number of cars going up the canyons, 2) increase public transportation use, 3) use what we already have in a creative manner to avoid excessive expense. The idea involves structuring how the canyon roads are used. Currently they are used as a normal two lane road is used, one way up and one way down. If the hours were restricted for normal two lane road use, then there can be two lanes for more buses to go up the canyon in the morning or down the canyon at the end of the day between identified "rush hour" times. What I envision is having more buses to go directly to specific destinations, decreasing the longer time it currently takes riders to arrive at their destinations. I also envision many more buses so that one can just arrive at a bus stop and know a bus will arrive within 10 minutes between certain hours in the morning and late afternoon. As a back country skier, it would be important to have buses that will stop on demand at popular tour departure locations as well. Restricting the use of cars by the public during prime times will force skiers to use the buses. If implemented well complaints should be minimal. I appreciate the fact that there is more to consider such as parking for the bus riders, and purchasing more buses for use during prime times.</p> <p>I am very pleased to see in the plan the purchase of land to increase the protection of land from further development. The proximity to undeveloped nature is a selling point that should never be forgotten. Development can happen, but it should be within the scope of what is already developed, that is improving on what a resort already has rather than acquiring additional land. Increasing a skier's experience can happen by considering how the terrain is managed, what is or is not offered before, during, or after skiing, creating events and programs. Land expansion is only finite but creative use of what one has is infinite. ☺</p> <p>Hello Mountain Accord: DAVE is the best alternative.</p>	2/23/2015
<p>Hi I attended the meeting yesterday which was very informative I had a follow up comment about the answer to my question about why connect alta to park city. The speaker cited the number of people who commute for work from park city to slc and from slc to park city as a reason to connect sandy to park city. Yet when asked about the time it would take to travel on the proposed trains it would take over an hour from park city to slc via alta. Driving is faster so using the I-80 makes more sense. You also said a train on route 80 would not be cost effective because it is too slow. There seems to be some disconnect in this reasoning. Using the wasatch as a transportation corridor between park city and sandy is not well conceived. I think ski utah might be the only parties interested in this scenario. There are monorails that can be placed in medians that can travel 50 miles/hr. Mass transit on I-80 is the only way to connect slc to park city. Perhaps each transportation goal should be expressed as average time to travel from a to b and capacity/hr. Then design to mechanism once people are on board. Expressing transportation options as bus vs train vs lifts is not helpful at this time it is the cart before the horse. I still would like to understand the real interests in connecting park city to alta— who wants it and why?</p>	2/24/2015
<p>I support the current blueprint of mountain connection in conjunction with transportation solutions.</p>	2/24/2015
<p>I support increased public transportation and feel that the plans I've seen strike a good balance between environmental and economic considerations.</p>	2/24/2015
<p>I support mass transit solutions in general. Not entirely sure about the tunnel element, but I trust two years of research. Thank you for all you are doing!</p>	2/24/2015
<p>To whom it may concern, When the Mountain Accord blueprint was first released, I was cautiously optimistic about its vision and goals. The increase in users projected for the central Wasatch is going to require major changes in infrastructure, and I appreciate any public planning to get ahead of the problem(s).</p> <p>However, as a frequent backcountry skier, I find the current blueprint too skewed toward the interests of the four ski resorts in Big and Little Cottonwood Canyons. After several years of low snowfall and higher rain/snow lines, it is clear that the backcountry skiing between Cardiff, Days, and Silver Forks, as well as Grizzly Gulch and Catherine's Pass, and the White Pine drainage in LCC, will be the most reliable touring terrain for seasons to come. In those areas, Solitude's proposed lift would jeopardize the backcountry character of Silver Fork, and Alta's refusal to preserve Grizzly Gulch would compromise both it and the Catherine's Pass area. As someone who moved to Salt Lake in large part because of the world class, best-in-the-US terrain here, I can attest what a draw it is both for tourists and new residents. Compromising that draw in order to marginally increase the square acreage of the resorts would be a hugely short-sighted decision.</p> <p>Additionally, as a Utah taxpayer, I find the idea of supporting infrastructure that would almost exclusively benefit the Park City and Cottonwoods resorts problematic. The proposed train would be of no real value to dispersed users (backcountry skiers, hikers, climbers, alpinists, etc.) Since its main beneficiaries would be Alta, Snowbird (and possibly the other resorts, if a tunnel is built connecting the canyons), they should be expected to bear the bulk of the costs associated with its production. In Utah, of all states, I would hope that enormous public subsidies for private enterprise would be treated with skepticism.</p> <p>While the Wasatch ski resorts have traditionally (and rightfully) been a key constituency in economic and environmental planning for this region, it seems that their short-term interests are over-represented in this current blueprint. Please reconsider and revise it.</p>	2/24/2015
<p>Hello! I would like to see the resorts lift connected, but not by train. Let's put the connecting lifts in and use the existing infrastructure and our skis to get around! A train system that includes tunnels will be much more "impactful" than a lift system. Why connect all the resorts and then use a train to move from one to the other? My thought is that I can leave the house, begin my ride from the Waldorf Lift, and ski all the interconnected resorts at my leisure.</p>	2/24/2015
<p>Hello,</p> <p>Overall, I like what I see in the Mountain Accord proposal. But one thing I am concerned about is Grizzly Gulch. I see that as part of the areas in the upper Cottonwood Canyons to be preserved for backcountry protection, Grizzly Gulch is marked as "under consideration." This is a non-starter for me. Grizzly Gulch is among the most heavily-used backcountry access points in the Wasatch and if it falls victim to ski resort expansion or some sort of One Wasatch lift link to Solitude or Brighton, then we can say goodbye to enjoying true backcountry experiences in Wolverine Cirque, Twin Lakes Pass, Emma Ridge, and all the side-canyons that spill forth from these ridges.</p> <p>Also, Grizzly Gulch is perhaps the very best place in the Wasatch for people and children to learn how to backcountry ski. The route from Alta to Twin Lakes Pass is safe, low-angle, and a perfect tour to teach beginners how to use backcountry equipment. If we lose this key piece of backcountry terrain, then the dispersed user experience in the Wasatch will be greatly diminished. I urge all parties involved to place Grizzly Gulch under protection from ski resort expansion.</p> <p>Thank You.</p>	2/24/2015

<p>Hello,</p> <p>After attending a Mountain accord meeting and reviewing the blueprint presented to the public, I have some comments. I'm pretty happy to see discussions taking place about the future of the Wasatch, but there is one major problem I see in this blueprint:</p> <p>We cannot allow a lift up Grizzly Gulch or Tuscaraora. These areas are vital to the Wasatch backcountry, and without that space open to the public, backcountry users will be severely limited to where we can recreate. The backcountry is already crowded enough- if you build a lift right in the middle of one of our most-used backcountry areas, a dagger would be thrust into the heart of our backcountry. These interconnect lifts benefit few and take away from many.</p> <p>I am an Alta and Brighton season pass holder. I love these resorts and think they are some of the best in the world. A huge part of what makes them the best is the adjacent backcountry. If you take that away and connect everything with lifts (or tunnels spoiling a good thing. The central Wasatch is such a small area - we need to maintain the delicate balance of resort and backcountry.</p> <p>Thank you for taking the time to read my comments and for arranging this whole process.</p>	<p>2/24/2015</p>
<p>I have thought seriously about this issue as a homeowner in the area. Park City has many homes sitting empty for people who visit once or twice a year. Lets make more efficient use of these homes versus use open land to build more hotels and homes. A train does not make economic sense for the relatively small number of people going up the mountain, nor does gondola links. Look at the cost expended to build the train to the airport. Protect the land for middle class Utahians and future generations, not the small number of tourists coming to visit for one week and then leaving.</p> <p>The best part of Utah are the mountains, please leave them pristine as they are. We do not need transportation up them or between them. This whole thing appears to be a way for Park City residents to easily access the Wasatch.</p>	<p>2/24/2015</p>
<p>After attending the meeting at Cottonwood High School I walked away thinking about the comments made by Carl Fischer from Save Our Canyons. A lot of this planning does seem to assume that we want all our resorts connected. I don't want that. I like the character of our individual resorts and I don't want them all melded together into a mega resort.</p> <p>The train seems to be an absurdly expensive solution. In a few decades time we may have self driven electric cars that are more efficient for moving people.</p> <p>Where was the idea discussed that offered more buses more frequently? Why is that not the solution? Why can't we have more buses dedicated to just going up and down the canyon? I can understand why the resorts don't want to subsidize them but why can't the riders? The schedule now for the buses is inconvenient for the mid day skiers and jam packed for the full day skiers. I liked the idea of a dedicated bus lane.</p> <p>Thinking a lot about this</p>	<p>2/24/2015</p>
<p>Hi there - I want to vocalize my support for better transportation options into the Central Wasatch options. A train up LCC makes sense. No need for all of those single-driver trips up and down the canyon all year. I'm in support of transportation solutions that better serve our community NOT tomorrow, not five years, not ten years, but 15, 20, 50 years and more into the future.</p>	<p>2/24/2015</p>
<p>There is enough pollution and traffic to make this decision a bad one. Why not help fix rather than destroy and build. Recycle in SLC is nothing like the East and what a shame that is. Look around at your beauty. Don't make this terrible decision</p>	<p>2/24/2015</p>
<p>Here are my comments on what I see: • People need to put on their big boy pants and realize they aren't going to get everything they want. That includes the ski areas and the environmental groups</p> <ul style="list-style-type: none"> <li>• Yeah its going to cost a ton of money but build the tunnels and trains!!! The ski areas want a european style whatever for marketing purposes to put Utah on the map? Well tunnels and trains do that AND actually get people between the ski areas far more easily and efficiently than any other option including really stupid, ugly, slow, and marginally-functional-from-9-4pm-120-days-a-year gondolas. Picture a group of friends carrying skis and boards on Main St. in Park City, they just had breakfast, now they walk into a building, thru some turnstiles that scan their pass, and onto a subway style platform underground. A few minutes later a train pulls up. They get on, the train takes off, the conversation continues and then 10-15 minutes later they stop at another underground station. Those who would like to ski Brighton or Solitude get off, ascend stairs or escalators or elevators and voila, they are in the Brighton parking lot. Or if our friends want to ski LCC, they stay on, ride for another 10 minutes to the next stop. They get off and walk out into the sunshine in the general area of the Albion base lodge at Alta. Probably no more than 30 minutes from walking on Main St. in PC and our skiers and boarders can be in either canyon. Flip it around and think of all the skiers and boarders who stay in BCC or LCC who get a bit bored at night (See: A nights in a row playing cribbage at the Alta lodge?..). Now, they can finish skiing, shower, and take a train to PC for a nice dinner or to hang out at a bar on Main St. and when they are done, they don't have to drive drunk for 60-90 minutes, they can stagger onto a train to go back to their hotel. I don't get T-boned on Wasatch Boulevard and they get to have a fun night out.</li> <li>• Yeah trains and tunnels are going to increase the number of backcountry skiers, but guess what human-powered-ski-touring associations? If we do nothing, backcountry user numbers are still going to shoot through the roof, but we are going to have fist fights and tow trucks at our backcountry trail heads (as already happens on Teton pass due to the increase in users there). AND with a train, everyone who uses them to access the backcountry will still have to climb up, no side-country cheating. Purists can rejoice! And people can do canyon to canyon tours without having to set up a shuttle, so less pollution. Win win win.</li> <li>• Summer use is out of control as well. There may not be a red snake in the summer months, but drive up Big Cottonwood Canyon on any Sat. or Sunday all summer and its clear things are already a mess. Trains and tunnels (along with some sort of bus service and parking at the base of BCC) will help tremendously every day of the year while allowing canyon to canyon style hikes and bike rides that are currently a logistic nightmare.</li> </ul>	<p>2/24/2015</p>
<ul style="list-style-type: none"> <li>• I have no problem with the basic idea of trading public land at the base of ski areas in exchange for giving up land in prime backcountry ski touring areas. Overall, its actually a great idea. BUT, if Alta gets a bunch of land to make \$\$\$\$\$ on real estate and lodging, and they get more water for snowmaking, they need to give up both Flagstaff and Grizzly. Flagstaff shouldn't be developed because it essentially annexes Cardiff, Days, and Silverfork, turning them into heavily used side country. It would also lead to a tremendous number of Search and Rescue situations as lift riders ignore signs and get into trouble in uncontrolled areas (i.e. What happens at the Canyons every year). Grizzly needs to remain undeveloped because a lift served area would turn Silverfork, Patsy Marley, and everything between Alta and Brighton into heavily used side country and would almost completely cut off access to these areas. Basically, these two areas represent a large part of the high altitude backcountry skiing that remains in the central Wasatch. The ski areas have already been given much of the best terrain and to give them either of these two areas would impose a huge burden on the backcountry using public. The proposals on the table are really good for Alta, and while its tempting the think of the marketing value of adding that terrain, come on! The skiable terrain Alta would add is garbage 9 out of 10 days due to the southern exposure, the good terrain is north facing and this would still not be in bounds, but as backcountry it would be destroyed by proximity. Alta doesn't need more terrain for profitability. It has 500 annual advantages that every other ski area in the country would kill for. If they really want more skiers, more lodging at the base (which the Mtn accord will allow), and access to more skiers (which a train from PC to Alta would definitely open up) will be far more useful than some short term buzz in SKI magazine about some "expansion". Oh, and Alta could allow snowboarders. Don't worry, they would only show up once, but when they realize none of the lifts go the top to the runs, they will never return.</li> <li>• Long term water quality needs to be the primary focus of this whole effort. Nationwide, clean drinkable water is becoming an increasingly scarce commodity (shame on the USA!) but we are lucky to have some of the best. This is only because of the control and protections in place to preserve our water. Climate predictions suggest prolonged droughts could be the norm in the future (another reason we need to preserve high alpine backcountry access in the central wasatch - you can't ski low and mid elevation terrain if there is no snow!). I understand construction of public infrastructure (i.e. Tunnels, snow sheds, and trains) could pose a short term problem in terms of water quality, but I have to think that with proper mitigation the long term benefits of reduced traffic, parking, accidents, avalanche risk, etc., outweigh the short term risk. But I suppose that is a question for the next phase/EIS studies.</li> <li>• A lot of the talk revolves around skiing and winter backcountry use. While the biggest bottlenecks do seem to follow winter storms, I feel that the overall winter use hasn't increased that dramatically in the last 10-20 years (non-scientific poll of 1 person - me). I would wager that ski area use has essentially been flat and compressed into fewer months (peak of Christmas thru mid-March as opposed to the past when it was Thanksgiving thru mid-March) while backcountry use has gone way up. However, my equally non-scientific poll of 1 also says that summer use has dramatically increased. Climbing and mountain biking are much more popular than they used to be and you can't walk on a trail without encountering dozens of men and women who view running 30 miles as a fun thing to do on a weekend. Any solutions have to address summer use or they will fail to protect our canyons. • Speaking of all the use our canyons get, and water quality, has there been much thought to where all these people pee and poo? Because the forest service restrooms are few and far between and of abysmal quality. I would propose that local cities and counties install and maintain, perhaps in cooperation with the forest service, a number of strategically placed restrooms of sufficient quality that people can actually use them. And that at least the restrooms at winter trail heads be kept open. This could go a long way towards reducing the number of people that dig a cathole in the dirt or snow and go about their business in a protected watershed. This is an important issue that does not seem to be getting any attention in the mountain accord process and could represent an easy, cheap, and non-controversial area in which all stakeholders could agree to better protect our water.</li> </ul>	<p>2/24/2015</p>
<ul style="list-style-type: none"> <li>• I can see a situation in which ski areas that border backcountry land start using professional guides to bring their skiers and boarders into the backcountry for a fee. In other words, without having to actually annex public lands, they could still use them for profit. This is sort of a human powered version of Wasatch Powder Birds Heli operation. While I am not reflexively opposed to this sort of use, I do feel that if a for-profit company is benefiting from public lands, they should have to compensate the public. If this sort of thing does happen, could the mountain accord put into place a mechanism that would direct a certain percentage of the profits towards maintenance and conservation of the central Wasatch? So if Alta or Deer Valley/Solitude or Brighton or Snowbird, or the Canyons start offering guided backcountry ski tours (see Jackson Hole for an example that already exists), for every dollar they charge, they should have to contribute say 10 or 15 cents to a fund earmarked specifically for upkeep of the central Wasatch infrastructure and environment. I know this is a peripheral idea, but funding mechanisms to help maintain the Wasatch are critically important for long term success.</li> <li>• Dear ski areas, please please please start charging for people to park if they show up to your parking lots without any other passengers! I'm guilty of this myself sometimes but if you look at other ski areas around the west, after a bit of whining, people figure it out and adjust. Its not like someone who loves skiing Alta or Brighton is going to stop going and switch to Snowbasin just because of this. It is a win win move. Less traffic = less frustration, less wasted time, less pollution, less parking headache, less danger of getting your customers wiped out in an avalanche while sitting in a traffic jam, etc.... As is, I often do NOT go skiing in BCC or LCC on big snow days because I know what a junk show its going to be and I refuse to deal with it. There have been days where I have actually gone skiing at Snowbasin, PowMtn, or Sundance because of the out of control traffic. That's lost revenue! Charge for parking and for bus or my un-scientific analysis (i.e. guesswork) says that you are going to cut a meaningful number of cars off the road and make everything better. Hell, you will probably even make more money.</li> </ul>	<p>2/24/2015</p>
<p>The airlines were afraid to charge for bags, and we all know how that has turned out for them (\$\$\$\$)</p> <ul style="list-style-type: none"> <li>• Let me say it again, tunnels and trains would be AWESOME!!!! They would serve and benefit every type of user and every stakeholder, have maximum impact on the future of the canyons, stand up to long term population growth, and suddenly make Park City a cool place to live if you like to ski (sorry PC, couldn't resist the dig!). Long term water stability and quality need to have veto power, and every stakeholder needs to join the real world and realize they can't have everything. This mountain range, and the central Wasatch in particular is tiny. Its a simple compared to the alps and without a real effort on everyone's part and an actual plan that gets implemented, it will be destroyed. If the mountain accord breaks down, the reason so many of us live here will be loved to death.</li> <li>• My apologies to the person who has to wade thru this novel sized diatribe, but I actually mean it all.</li> </ul>	<p>2/24/2015</p>
<p>China straddling bus (English computer voice over) the only English copy: <a href="http://youtu.be/Hv8_W2PA0rQ">http://youtu.be/Hv8_W2PA0rQ</a></p>	<p>2/24/2015</p>
<p>Please add my comments regarding the Mountain Accord Central Wasatch Blueprint to the list. Thanks! • I am not in support of linking the resorts.</p> <ul style="list-style-type: none"> <li>• I am opposed to resort expansion but recognize that the final decision may involve compromise in this regard. Assuming that there is compromise, I remain very concerned about 'resort creep' and the impact that this would have on backcountry terrain in Honeycomb, Hidden Canyon, American Fork, Grizzly Gulch, Wolverine and Twin Lakes Pass.</li> <li>• I am not in support of expensive taxpayer subsidized transportation (trains and tunnels) that significantly benefits the for profit ski areas.</li> <li>• Please preserve the ridgeline between Catherine's pass and silver fork by not allowing this area to be taken over directly by ski areas or indirectly by allowing adjacent ski areas to essentially make this into side-country terrain.</li> </ul>	<p>2/24/2015</p>
<p>Committee: I attended the public meeting this evening in Park City and I have a few questions:</p> <ol style="list-style-type: none"> <li>1. Is the committee aware of the Jordanelle Specially Planned Area and the expansion of the eastern end of Deer Valley?</li> <li>2. Why are there no public transportation plans for this area to Park City?</li> <li>3. There seems to be missing representation from Wasatch County? Where are they since they have significant development plans in the area?</li> </ol> <p>Thank you for hosting this meeting and the best of luck with a very difficult but very important challenge.</p>	<p>2/24/2015</p>
<p>While I am a proponent of railways up and down at least Little Cottonwood and Parley's canyons, please scrap the idea of trains running through mountains to connect absolutely everything. Among - canyon traffic is not as important as servicing swift, reliable, mass transit along the traditional routes up and down canyons.</p>	<p>2/24/2015</p>
<p>I'm looking at the map called "Environment Protection" in the "Proposed Blueprint / Idealized Systems / Final Environment Idealized System" link. The yellow shaded areas are labeled "Existing Protected City, County and Private Land." Could you explain what this means, particularly what are the protections on this land. Thank you</p>	<p>2/25/2015</p>
<p>Just to be more specific, in Lambs Canyon there are some yellow "protected private" areas shown on the map. I know Lambs canyon is under the FCOZ provisions but that would be true of all private land in the various Wasatch Front canyons. My real question is: What are the specific restrictions and protections in Lambs Canyon that caused these to be highlighted? I have attached a portion of the map with the area highlighted if that helps.</p> <p>Thanks</p>	<p>2/25/2015</p>
<p>Please, no more development into Silver Fork Canyon. I have been hiking this beautiful area for 65 years and I would like to see it left alone. Solitude ski resort already has taken the terrain in Honey Comb Canyon, which is a side canyon off of Silver Fork. They have a lift on the west facing slope of lower Silver Fork Canyon to bring skiers back to the main resort after skiing Honey Comb. Solitudes new plans for expansion in no way, shape, or form sound like a concession but more like a land grab. Please spare Silver Fork Canyon from <del>the same kind of development - expansion</del></p>	<p>2/25/2015</p>
<p>I attended the Skyline High School Open House this evening and had a few comments and questions. It is great to see a responsible approach to solving the problems that currently exist in the Wasatch Front and Back. The Mountain Accord group has a good combination of all the interested parties for all the voices to be heard. The information available at this time makes it seem like the Blueprint is a culmination of brainstorming ideas. Many of the solutions, particularly transportation, have little investigation behind them which prove their cost/benefit for other ideas. A more rigorous display of these analyses would help supporting the Blueprint easier. 1. Can the current infrastructure be improved with small changes to make significant improvement while more expensive and comprehensive ideas are worked out? For instance, improved bus schedules. The current buses are difficult to use during times when they are most advantageous to use. On big snow days a bus must be boarded well away from the mouths of the canyon in order to get a seat. I have waited for buses at the mouth of Little Cottonwood, only to have two full buses go by. Rather than waiting another 45 minutes for another potentially full bus I drove up canyon. Additional buses, express buses from farther field, and buses just between the mouths and the ski areas would be an improvement.</p> <p>2. How a bus or a train would be able to accommodate all the trailheads in the canyons is unclear based on the information available thus far in the Blueprint. During different times of year a bus or train schedule probably would not accommodate all users. For instance "dawn patrol" skiers during weekdays getting into the canyon at 5am or sometimes earlier. Can the addition of a increased buses or a train allow for these off-peak users to still access the canyons?</p> <p>3. When are the cost/benefit analyses going to be available to help the public understand the true merit of each of the different proposed transportation options? Costs are not only monetary but environmental, watershed, etc. Closely tied to these analyses would be where the money to initiate change would come from. State? Federal? Users only?</p>	<p>2/25/2015</p>

<p>Last night was my first meeting I've attended for the Mountain Accord, and let me say that I think it was well done and I appreciated the responses from all of the panel members. I'm sure you have a number of emails to get through so I'll be as brief as possible and as thorough as needed. First, I'll tell you a bit about me and what I do here in Park City. Second, I'll bring up a couple of points that may or may not be questions or need responses. Finally, I'd appreciate it if you could pass this email along to the panel members because I appreciated each of them and would like them to know that because I know that the majority of the time communication is only given when there are complaints and it always feels good to know that their efforts are appreciated. I have a degree in mechanical engineering and have worked on projects on every continent, save Africa. Two of those projects involved a water and waste water plant, so I have had exposure to water resources from start to finish, but in reality don't think that needs to be discussed too much because it is on the forefront of most members' minds. I've lived in Summit County for eight years and in Park City for the last two years. Three and a half years ago I started a property management company and primarily manage homes in the Colony (Canyons ski in/out homes). I currently have 11 homes in the Colony and two around lower DV. So, from a business/economic perspective, development and more exposure is something I want in order for my business to grow, but not at the expense of town (using that term to include all of your 4 tenants in the blue print). I want Mountain Accord to succeed, but what does that really mean? One of the underlying themes last night with the questions was "I have mine and not everyone else can have theirs because it will destroy town". I do know this is a simplification, but I hear this all of the time doing what I do. I'm apart of architecture reviews up in the Colony and a number of people are against people building a house on an adjacent lot, and I think it is completely selfish and myopic. I think the review sessions are essential to keep the character of the Colony, but everyone has the right to build the house they want on their lot within the guidelines. I feel like this is an apt analogy with Mountain Accord. I know and understand that when multiple groups come together, as you have done with Mountain Accord, compromise is needed, and I want to encourage all actors to do that, because development, growth, and increasing pressure on the environment are going to happen no matter what occurs with Mountain Accord and I think Peter Metcalf was spot on with what he said in the beginning of the Q&amp;A. This is a great opportunity to come together with a grand plan. We have master plans in Park City (both for PC and the individual communities) and that is needed and essential because without the view at 20,000 feet, we get caught up in the minutia of individual projects which prevents us from going in the "right" general direction. Yes, individual projects or developments may deserve certain exemptions, but that doesn't change the direction of the community's master plan. This is what is needed between LCC, BCC, Mill, and the Back. We need Mountain Accord to succeed. Chris and Andy really did a great job in answering questions and concerns, as well as Laynee in monitoring/clarifying answers. I really wish the other three members would have either been more involved or been given more opportunities to give their input, especially Peter. I really feel he has a unique perspective to offer and I wish I would have heard his take on half of the questions. Again, not that I wasn't impressed Chris and Andy, but I think we were able to see the predominant perspectives being expressed and I, personally enjoy being challenged with other points of view. Not that they would have been received well, but I do think that those forums are as much about informing the public as they are listening to the public. This is both something I'd like Andy and Chris to know, and also to a criticism of how the meeting was handled. As an example, Andy multiple times confronted the issue of "PC doesn't have enough representation on Mountain Accord" with "yes I understand, but this is how I'm seeing it from the inside as a PC resident and representative" and he did it in a great way where he related and understood the issue, but told them this is the reality of how it was formed and how it has progressed. I think the final topic I'd like to bring up is the issue of how much will this cost and how do we pay for it. Being a small business owner, I understand that this is absolutely critical, but we will need it at some point, but right now we need to come up with the "it", as it was said again and again last night. We are not at the cost/pay part of it yet. We need to define the problems first, understand the growth that is projected to happen, how the environment will be effected, and define where we want to go. Then money can be discussed. And, on a related note but a bit of a side note, if costs and paying for it are that important to people, then doing nothing should have a monetary amount associated with it as well. Which is incredibly hard to define. Take the air quality in SLC for instance. It is one of the largest notes I live up here because there are a number of reasons and motivations I have to live down there, but not with inversions and ozone levels. How do you monetize that? I know there are ways and there are models, but my point is that if we are so worried about cost of the options (and I understand they are just options at this point) I think it goes back to my "I have mine and you can't have yours" point and it really isn't about the cost of the options.</p>	<p>2/25/2015</p>
<p>Finally a couple of bullet points</p> <ul style="list-style-type: none"> <li>• Park City/Summit County does need to increase our economic diversity (understanding the contradiction considering what I do)</li> <li>• Costs should be divided between the locals and the visitors</li> <li>• Tunneling/disturbing the earth below the surface has the potential to have more dramatic water shed/aquifer/well issues than a lift/gondola/tram option</li> <li>• The elderly lady from New York made a great point and didn't deserve the jeers she received regarding the ease of public transportation, not necessarily regarding the lockers at resorts. If it isn't fast, easy, convenient, reliable, and cost effective, it will not get used because it is not integrated into our lifestyle (as it is in Boston or NY for example) nor was our city/county planning incorporating public transportation into its thought process early enough.</li> <li>• Even though it is not part of Mountain Accord exactly, making Main Street pedestrian only and expanding PC public transportation to accommodate would be a great hand-in-glove process with Mountain Accord</li> <li>• I fully agree with the "annual recreation budget for the Central Wasatch recreation organization" though I don't know what it will actually mean or how it will be managed or how it will be funded.</li> </ul>	
<p>The proposed tunnel through the mountains to Park City is harmful to Park City, because it will promote further development and congestion in Park City and the surrounding area. By creating easy access to the southern part of the Salt Lake Valley, it will promote the development of dense primary dwellings in Park City, especially sites with easy access to the tunnel. Park City will be at risk of diluting its resort feel and character and become more of a suburb to Sandy, Draper, and Cottonwood Heights. Park City and the Synderville Basin is already under intense development pressure and has terrible traffic congestion. To preserve the resort character of Park City and the Synderville Basin, action must be taken to immediately reduce traffic congestion which could be done by establishing more efficient bus transportation.</p>	<p>2/26/2015</p>
<p>Hello,</p> <p>I do not think we need more ski lifts in the back country or on top of the ridges of pristine mountains, so I do not support the One Wasatch initiative.</p> <p>I think it is unnecessary and would further damage the landscape. I think there is plenty of opportunity and terrain available to ski /snowboard the existing areas.</p> <p>I don't think people really want to travel from resort to resort by lift, so this is a vote against One Wasatch.</p> <p>Thank You.</p>	<p>2/26/2015</p>
<p>Hello,</p> <p>Though requested comments and opinions are likely for show and have no bearing on a decision that has likely already been made by bureaucrats and businessmen, I'll go ahead and give mine.</p> <p>I am a skier, hunter and outdoor enthusiast and completely oppose development of what is being proposed. Please keep access limited and tell foreign and domestic business attempting to profit from wild places belonging to the citizens to allocate their proposal to their respective rectums.</p> <p>Thanks, and have a great day.</p>	<p>2/26/2015</p>
<ul style="list-style-type: none"> <li>• What do you think about resort connectivity? Absolutely support. Would travel there to ski more often.</li> <li>• Improved bus services? Not as critical as a high speed Mountain Rail option</li> <li>• Mountain rail? Very important/critical</li> <li>• No improvements at all? Poor choice, since your competing for a recreational dollar and your competition keeps moving forward. You have an advantage with tying together your housing &amp; various mountain activities that not many can match. It takes an honest assessment of what you want to do for 10 years out. Or in another words, which direction do you choose to look out? Windshield or rear-view mirror?</li> </ul>	<p>2/26/2015</p>
<p>I take trips to Utah and the Wasatch mountains to experience the back country. I will stop taking these trips if your plans go through as proposed.</p>	<p>2/26/2015</p>
<p>I have skied the Wasatch mtns for 35 years and at every resort. Its funny that you use the "population is going to double by 2050" to claim something needs to be done. At the current rate of skier decline (primarily due to the cost) there wont be many more skiers then than now. And the snow for the park city, Deer valley and canyons is expected to decline with winter warming (want to Canyons and ski today for Snowbird? - no way they have no snow!!!!)</p> <p>I think the interconnect is a waste of money and a poor plan - why? Well no one can fully ski any resort in a day so why waste the money to connect them to other resorts when using it to get there will waste skiing time? People flock to certain resorts because of the specifics of that resort or its area. I ski Snowbird - why - the challenging terrain. Does Alta have that ? not without a mile of traveling. If you cant ski rough steep terrain, you go to park city or Brighton. If you want and expensive lunch, go to deer valley. I think you want to connect the resorts so you can "claim" to have the biggest ski area in north America - not because it will add to the skiing experience. It will not make the skiing experience any better - our resorts are VERY close (only minutes apart) compared to Colorado who is Utahs biggest competitor.</p> <p>The cost of all this should be paid by the resorts (ie the Skiers) NOT by tax payers. Skis, boots, bindings, poles, coats, helmet and pants is nearly \$2000 which places skiing out reach for many would be skier enthusiasts. A simple hot dog is \$13 - really - yes. Skiing was \$10 in 1980 and now it is \$15 and at that rate of it will \$1000 per day by 2050.</p> <p>You should be addressing that if you want more tourism.</p> <p>Buses are good and we already have them and a lot of people use them.</p>	<p>2/26/2015</p>
<p>I would love to see better transportation to the pool of area's in Central Wasatch. We stay in PC with family and many times trek via car over to the other area's. Having a chair, tram or other method that quickly would get us from one location to another would be great. In addition to this improving upon the bus system within PC would help as well. I would love nothing more than to park our vehicle at the house and not have to use it at all while we are there.</p>	<p>2/26/2015</p>
<p>The concept of connected resorts seems nothing more than a commercial gimmick. While it may allow some people staying in a particular resort access to all of the terrain, it comes at a cost of time required to get to your destination, provided you even know exactly where you want to go. Hence, the time left to the actual enjoyment of skiing will be far less than desirable or imagined.</p> <p>While it may preclude the need of a car, the transit option seem like a far more comprehensive solution. The ever so increasing traffic to the resorts, road closures and the real issue which is the air quality for the valley which anyone who regularly visits Salt Lake City has surely noticed, could be potentially all alleviated, with the dedicated mass transit option. That goes for both people coming from the valley as well as the people staying at the resorts themselves.</p> <p>As a regular visitor and a big fan of Utah skiing, there is no doubt in my mind that the transit option is the better way to improve all aspects of the Wasatch experience and is the only year-round solution.</p>	<p>2/26/2015</p>
<p>Chalk my family and I up as supporters of the ONE Wasatch concept. It's somewhat polarizing, but the pros outweigh the cons for us.</p>	<p>2/26/2015</p>
<ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> <li>• I disagree with the connecting all of the resorts on the Wasatch Front. I believe it will be more of a negative impact on why people come to Utah to ski. Each resort brings its own special entity and people should be able to have that resorts experience exclusively. Is Ski Utah promoting riding lifts all day or skiing pow?</li> <li>• Would you like to see improved, year-round public transportation?</li> <li>• yes, i would go up into the canyons more often if there was public transportation available. Especially a mono rail or trax going up Parleys Way.</li> <li>• Improved bus services?</li> </ul>	<p>2/26/2015</p>
<p>As long as the improvements don't take away from the beauty of the mountains a connection between resorts would be great. Improvements should not look like an above ground transit rail system.</p> <p>I will be heading to DV tomorrow to enjoy a week of skiing. ☺</p>	<p>2/26/2015</p>
<p>connectivity would be awesome!</p>	<p>2/26/2015</p>
<p>I vote for no improvements at all in terms of transportation services and connecting various ski areas. Let the respective ski areas improve their own resorts.</p>	<p>2/26/2015</p>
<p>Are we really going to let a handful of back country skiers determine the economic tourism future of Utah? What about the masses of recreational skiers that should have the same opportunity to enjoy a European ski experience. It's going to happen regardless of what any Mountain Accord wishes might be. The bigger challenge will be how to deal with the infrastructure issues down the road when the marketing engines of Vail, Deer Valley and the Cummings figure what's at stake and crank up the volume. Wake up!!!!</p>	<p>2/26/2015</p>
<p>For two reasons I'm against this proposal. Panel members at public meetings have made it clear that preserving the watershed and environment is the core issue in any plan for our mountains. I believe the only way to ensure both is to restrict the flow of people and vehicles in the canyons. The Proposal places no restrictions on individual traffic and could end up dumping numbers of people into the canyons and Park City year round. Secondly, according to articles in the Tribune, the State's long-range infrastructure budget is woefully underfunded. Nice-to-have trains and tunnels in the mountains could not and should not stand up to the needs for roads and utilities in the valley. Instead of this dramatic proposal, I suggest making both canyons gated entrances in a manner similar to Millcreek's. I also suggest elevating the standing of One Wasatch's proposal to connect the ridge lines with 2 or 3 additional lifts that would accommodate winter enthusiasts only. The give and take land swaps in the Accord Proposal consolidate and extend public lands. This should be a major focus for the Accord.</p> <p>I think it's a great idea to connect all of the resorts together.</p>	<p>2/26/2015</p>
<p>I think the Mountain Accord blueprint is a fantastic proposal. The connectivity of Utah resorts seems to be inevitable, and should be done in a way that is low impact as possible on the environment &amp; backcountry. The idea of having train transit system connecting Big &amp; Little Cottonwood Canyons, &amp; Park City is amazing, and long overdue (I really should have been instituted for the 2002 Olympics instead of the giant freeways!). So reduce car traffic, ease transportation between SLC &amp; the ski resorts, and protect the existing backcountry with land transfers? YES!</p>	<p>2/26/2015</p>
<p>Thank you for this opportunity.</p> <p>Having lived and skied here since 1977, I am an opponent of development outside of current resort boundaries. Stay with the current footprint, allow improvements within that footprint.</p> <p>I would hope for some improved mass transit including trains to effectively eliminate vehicles except for property owners.</p> <p>Pray for snow!!!</p>	<p>2/26/2015</p>
<p>I am from the northeast. I have been coming to Utah to ski, primarily Little Cottonwood Canyon since 1975. I have seen what growth has done to the Park City/Deer Valley/The Canyons area and it is saddening. I am against any further development in this area and further against linking of all the resorts in this area.</p>	<p>2/26/2015</p>

<p>Watershed! Watershed! Watershed! First concern for a growing population. Love the interconnect option on Ski Resorts. Love connecting hiking trails. Prefer to allow some commercial development in established areas in exchange for land and water swaps to the UWC National Forest.</p> <p>Prefer to smooth out the "islands" of private/state/federal land where they make sense. Prefer Rapid Transit Natural Gas Buses from major connection points (Trax, PNR's, City Centers) over the Train. Prefer train from an ecological/avalanche perspective, but feel that cost to build/inconvenience of train favors rapid bus service</p> <p>Dislike the idea of any other aerial transport (gondolas) that are beyond the 3-4 being proposed in One Wasatch.</p>	<p>2/26/2015</p>
<p>To Whom It May Concern, I'm a relative long-time Utah resident (32 years and counting), and have lived a couple of years in SLC and the rest in Park City. I am a lifelong skier and enjoy all of the Wasatch resorts, particularly the seven in the Central Wasatch and those in question in regard to One Wasatch/Mountain Accord/whatever you'd like to call it. For the record, I ski both inbounds as well as backcountry (about 60-70), enjoying the unique attributes and offerings of both. I am a HUGE supporter of resort connectivity, fully appreciating the fact that it would set the Utah ski experience apart from anything else in North America, thus attracting more out-of-state visitors and further offsetting out tax burden. To be perfectly honest, I see it as a no-brainer and am still a bit surprised it hasn't happened in the 30+ years of living here. The arguments against it, in my opinion, don't really hold up. There's very little quality backcountry terrain interconnectivity would impact — the majority of the proposed terrain does NOT offer good backcountry skiing. The small part that does (Grizzly Gulch, etc.) is a high way of backcountry skiers already. Plus, that land is currently private which should allow the landowner to do with what he/she would like (following all guidelines — EIS, etc. — of course). The landowners (resorts) don't want to trash their resorts, so they'd do the right thing in developing the interconnecting aspects of their respective resorts. In terms of it being a watershed, less snow is not going to fall simply because there are another half-dozen lifts — I'm not a scientist, but I'm pretty sure snow/rain falls regardless of development and/or open space, all of which goes through a strict sanitation process before going into our homes/schools. Please let me know if I'm wrong here. As a resident of Park City while being employed in Salt Lake City, I would love to see improved, year-round transportation (including affordability). A daily 59 roundtrip bus fare is simply too much and does not attract daily users. Improved bus service would be a help, at least up/down Parley's. I feel bus service is pretty good to/from the Big and Little Cottonwood resorts. I feel the best long-term option is mountain rail, connecting all resorts and communities. For the naysayers that claim Europe is not an "apples-to-apples" case study are simply wrong. Rail (light, heavy, mountain, cog) works wonderfully throughout Europe. It would take a little "training" for the public to utilize rail efficiently, but so did TRAX and look how successful it has been. Regardless, the Wasatch Front and Back, and everything in between, most definitely needs addressing from all stakeholders and interests. Thank you for your continued efforts to think and plan for the long-term benefits of visitors and locals alike (and our children's children).</p>	<p>2/26/2015</p>
<p>I think the idea of connecting the mountains is an outstanding idea. I would like to see Canyon bus service from the Edgemont condos to the Canyons once again. This was a service in the years past but was discontinued when the Cabriole was added. We really miss it.</p>	<p>2/26/2015</p>
<p>I am 100% in support of both the Mountain Accord and the One Wasatch concepts. It is imperative that we come up with a solution to the traffic in the canyons that will benefit everyone that lives in and/or visits the Wasatch Front, while still preserving the environment and the unique experience that the Wasatch Mountains provide for year-round recreational activities.</p>	<p>2/26/2015</p>
<p>I personally would love to have a transportation route from Salt Lake to Deer Valley via bus or tram because it is very hard driving all the way from Ogden to Park City every day or weekend. I would much rather drive to SLC and jump on a bus. Just like in Ogden, you can catch a UTA bus and go to Snowbird or Powder Mountain. I need more availability. Also, there should be a bus pass that is only valid for the ski routes so that I don't have to purchase bus passes that I will not use all year.</p> <p>Thanks!!</p>	<p>2/26/2015</p>
<p>Clearly, not all of the resorts are of equal desirability or popularity. Also, only 2 are snowboard free, which sets them apart and needs to be maintained. Transportation from each at a minimal cost or a discounted ticket for splitting the day would be sufficient.</p>	<p>2/26/2015</p>
<p>Resort connectivity is a good thing</p>	<p>2/26/2015</p>
<p>I am in complete support of connecting the 7 resorts of big and little cottonwoods canyons and park city resorts. I grew up in nearby Evanston, Wyoming skiing all these resorts through my graduation from BYU. I return often to ski Utah now that I live in Southern California. Environmentalists should appreciate this connect all resorts concept as traffic and parking will be enhanced. One can take the bus to any one resort and connect to other resorts without driving which results in less fumes and pollution and fewer cars in the various canyons, etc. this will double tourism and revenue as it will be the only European style ski experience and will position Utah at the top of the industry. We can balance the environment with progress and tourism, especially when those who ski and snowboard love these mountain as much as the environmentalists who fight against expansion. We see ourselves as stewards of these beautiful mountains!</p>	<p>2/26/2015</p>
<p>I've been a resident since 1989 and ski the Wasatch Front areas regularly. A few comments about your proposals that I hope you'll take into account as this thing moves forward.</p>	<p>2/26/2015</p>
<p>1) I'm for protecting those lands from further development, but I'm worried that, even though they may be protected, they'll still get something developed on them. I love the Cottonwood Canyons as they currently are and would not want to see more commercial or residential development in the canyons. They are a beautiful place to visit year round and development and lighting spoils that. One question I have is, is the existing Wilderness Areas that are near the valley floor already protected from development? It seems that development keeps creeping up the mountain. I'd like to see that stop.</p>	<p>2/26/2015</p>
<p>I briefly reviewed the blueprint created by the Mountain Accord. I applaud the work that has been done to this point. Taking the time to put a plan in place to preserve these areas is very important and certainly needs to happen before it is too late. I agree we need to have transportation options, other than individual vehicles, to access the mountains in the study area. Additional options for public transportation, including buses and especially mountain rail, are both viable options and should be considered part of the plan. Use of the Cottonwood Canyons as well as a rail system from the airport to Park City would be a great idea. I am concerned about the impact ONE Wasatch will have on those environmentally sensitive areas between the resorts. Connecting the resorts in some fashion seems to be a good idea to move people from one location to another. However, instead of connecting the resorts with chairlifts and runs, I would rather see these areas left for backcountry activities and access through hiking, mountain biking and ski touring. Would use of a tram or gondola system to connect the resorts from point to point have less of an impact? I don't know the answer but maybe something to be considered.</p> <p>Thanks for the work all of you are doing.</p>	<p>2/26/2015</p>
<p>Dear Mountain Accord Executive Board: I would like to thank you all for the hard work you have done on scoping-out the vision of Mountain Accord (Blueprint)... I attended the Q&amp;A session in Park City earlier this week and found it very informative and it has helped me formulate my opinion of the concept / recommendation. Overall, as a resident of Park City, I would have to say that I'm not in favor of the proposed blueprint, based on the following points: • First, I disagree with the proposal of building a tunnel between Little Cottonwood Canyon (Brighton) and Park City. I don't believe you have presented a truly rational environmental / economic reason for creating this link. Also, based on initial cost estimate, there is no way to justify the massive expense (billions) to the taxpayers. The existing connection (I-80) between SLC and PC will always represent the best way to move people between these two economic zones. It already has the capacity to deal with the projected growth over the next 20 years and it truly represents the quickest way for a majority of people to get from point A to B. • I'm also very suspicious of the land swaps that are being proposed in the Big &amp; Little Cottonwood Canyons... I feel like these are basically incentives that are being given to those resorts / land owners to help sell this plan under the halo of protecting the environment. While I wasn't openly discussed at the meeting, from what I see, these swaps would basically shutdown the One Wasatch concept. While I'm not 100% behind the One Wasatch yet, I do feel that it is a more reasonable / realistic approach to connecting the resorts. I understand the watershed concerns, but there are already dozens of lifts effectively operating in Big &amp; Little Cottonwood that aren't impacting the watershed. At the end of the day, for Park City, I believe that we need to figure-out how to best deal with the increase of traffic coming off of I-80 to the resorts. We can't build a wall around Park City... the resorts up here still have a lots of untapped capacity (skier days) and we need to figure out a way to handle the growth responsibly. Also, so you understand, I never supported the interconnect concept (Ski Link or One Wasatch) based on the idea it would take cars off the road. However I do support these concepts based on creating a one-of-a-kind skier / rider experience that would truly differentiate Utah from our competition. Again, thank you for all your hard work and for providing the opportunity for me to provide my feedback.</p>	<p>2/26/2015</p>
<p>As an avid skier, I can tell you that the most appealing places to visit are the ones which have several resorts from which to pick. SLC is good, because I can go to any one of 9 resorts depending on the road conditions and snow conditions. Lake Tahoe/Reno is a great destination because, again, there are 8 resorts to visit (or not) depending on conditions. You have and are what skiers want. LEAVE IT ALONE. As a skier, good skiing is much more important to me than some advertised supposedly "glamorous" condition of unlimited trails. If I wanted to ski under glamerous conditions, I could probably go to Aspen, CO. I will no longer ski at Vail because of what they have done to that mountain and to the parking situation. They have priced the activity of skiing out of financial reach of the average person. Vail is for the rich. That is fine.</p> <p>SLC has been and is GREAT because the entire scene has been for the average person who happens to love to ski. It is not out of financial reach. If you let the Vail committee come in and change SLC, you will be changing the SLC experience. BUT MAKE NO MISTAKE, SLC WILL NOT BE MAKING CHANGES FOR THE SKIER, YOU WILL BE MAKING CHANGES FOR THE CEO'S AND ADVERTISERS. In further answer about opinions: The buses are fantastic! They make the mountains accessible without have to drive a fearful drive on the edge of the cliffs to get to the mountains. And they save a person the worry about having an accident (bad for the other person and yourself). It seemed to me that the skis were better on the outside of the busses than in the interior bins to drive a bus. The equipment all bangs against each other scoring the boards and banging the edges of the equipment. It is hard to spend big bucks to fine tune your equipment only to watch it bang around against all the metal in those bins.</p> <p>Most people thank the drivers when exiting the busses. Just ask them. I would be glad to testify about any of the above.</p>	<p>2/26/2015</p>
<p>The concept of linking all those resorts with a chair lift sounds very enticing, YET, being an active skier and having skied those resorts this season as well as two years ago, I do not think I would spend money for a lift ticket to ride a chair lift for an extended period. I want to ski each resort. To ride a lift or series of lifts from the CANYONS to ALTA would likely take considerable time. I would rather ski each resort separately by driving to the particular resort on a given day.</p>	<p>2/26/2015</p>
<p>I think ONE Wasatch is a great idea. They do it in Europe why not in Utah. And it would have to be good for the tourist economy.</p>	<p>2/26/2015</p>
<p>As a lifelong resident of this general area and a skier for over 40 years, I would like to urge you to reconsider any more expansion, such as chairlift connectivity or rail service plans. The Wasatch Front ski areas have already attracted so many outside tourists that it makes it difficult for families living on the national average wage or lower to even take our families skiing or even teach them anymore. It's simply just getting too expensive for those of us on average wages who have frequented the resorts and supported them for so many years to even go anymore. Please do not expand anymore in this direction. It will only drive up prices farther, and make it even more out of reach for those of us who have been the supportive backbone of the resorts and kept them in business for decades. Rather than expand, may I suggest offering more locals discounts (such as those for Southern California residents at Disneyland) where Utah residents can get in at a substantial discount by showing their drivers license at the ticket window. Please reconsider any more expansion. Thank you.</p>	<p>2/26/2015</p>
<p>No to One wasatch. Make a universal season pass good for all of the 7 wasatch resorts. Make a light rail in the canyons (big and little) and charge cars to drive.</p>	<p>2/26/2015</p>
<p>Dear Committee Members, I have been following the Mountain Accord process for some time and have attended all but one of your public meetings over the past two weeks. I believe the recommendations which you have been presenting are excellent and should be pursued vigorously. My wife and I have been visiting Alta, Snowbird and Salt Lake City for the past fifteen years. We have observed considerable change during that period of time, not all of it positive. The proposals you have made to protect water resources, increased protection of fragile ecosystems (through land transfers, land purchases, limitations on vehicular traffic), the installation of a light rail (train) system to serve Little Cottonwood Canyon, Big Cottonwood Canyon and connect both Solitude/Brighton and Park City, and build the economy in designated areas are creative and necessary for protecting the Wasatch and the quality of life for generations to come. I was particularly disappointed by the reactions of many at the Alta Open House meeting on Feb. 23rd. The overt nimbysm was disappointing at many levels. Their resistance to change, despite the many environmental benefits the Mountain Accord process offers was difficult to understand. The concept of trading mutually beneficial outcomes and respecting private property rights seemed to elude many in the audience. It was something that I did not see at any of the other Open Houses. The discussion by the Mayor of Alta and the participation of Town Council and Planning Board Members was encouraging. Hopefully they will take a broader, long term view of the proposals and not "cave into" a vocal minority. Change occurs everyday, managing that change thoughtfully is the most important responsibility of any public official. I believe Heritices (sp?) is quoted as saying, "The only thing in life that is permanent is change", in about 64 BC. Hopefully the majority of the public and public servants, including Local, State and Federal officials, will embrace the proposals the Mountain Accord is presenting and they can be implemented over the next decade for the benefit of future generations. Thank you for your efforts.</p>	<p>2/26/2015</p>
<p>I am a huge supporter of the One Wasatch concept. I grew up spending ski vacations in Europe and being able to ski area to area will be wonderful and a huge attraction to ski tourists. One Wasatch allows us to differentiate ourselves from other areas in a North America.</p>	<p>2/26/2015</p>
<p>I am a proponent of more buses up to the ski areas. Although light rail sounds appealing, I think the cost would be too expensive. We take the free bus in Park City all the time, matter of fact we want to get a larger place, but will not look at anything that is not on the bus route.</p> <p>I did read somewhere if Mountain Accord's plan was adopted then One Wasatch could not occur. I would think that would be a huge mistake.</p> <p>Thank you for reaching out to get people's opinion.</p>	<p>2/26/2015</p>
<p>Leave it the way nature intended!! There is no reason to interconnect these great resorts. Stop trying to spoil a great thing! (Skied Utah 9 out of the last 12 years and keep coming back) ☺</p>	<p>2/26/2015</p>
<p>I believe that linking the resorts via chairlift is the best way to reduce traffic congestion and CO2 emissions by thousands of workers and visitors to the resorts. Additionally, linking the ski resorts would be a tremendous boost to the local tourism economy—rivaling and even surpassing the ski visitor experience of multi-resort passes at the Vail Resorts in Colorado. Utah has the benefit of 11 ski resorts within 1 hour of SLC airport. Having all the resorts linked and with reciprocal tickets would increase skier days in Utah and boost the economy. The impact on the backcountry by lifts linking the resorts would be far less than the environmental impacts to the backcountry by increased traffic congestion and hydrocarbon emissions.</p>	<p>2/26/2015</p>
<p>I worry that Brighton and Solitude will feel like Alta — I love Alta, but for a different reason. Solitude is so reasonable and family friendly. I would be sad to see that lost. (we visit almost every year with our kids)</p>	<p>2/26/2015</p>
<p>Hello I am an avid snowbird/alta skier and local to Sandy. I have 46 days so far this season. I am 15 so my opinion does not matter as much but one Wasatch sounds like a very good idea I only have one problem. As it is snowboarders are not allowed in Alta and so I wondered how that will work out and I don't want the resorts to become super congested its already busy enough as it is and management of the masses would be another concern of mine but overall I think it is a very cool idea and I would love to see it happen. But I'm still a bias local and would love to keep the numbers down at the resorts. Also would costs of resort passes go up because of this? I just love the resorts the way they are and I don't want them to become a massive pandemonium that takes 20 minutes to get through a line. However overall I would be more interested to see what it could do for the economy of the greatest snow on earth.</p>	<p>2/26/2015</p>
<p>And oh my word if we could improve the damn resort transportation it would be terrific! I kid you not the the ski bus sucks anything to improve transportation would be awesome.</p>	<p>2/26/2015</p>
<p>Any form of transportation that would allow city dwellers access to mountains is ALWAYS good.</p> <p>Anything we can do as stake holders to keep individual gas engines off the roads and decrease SLC pollution is always good.</p> <p>Anything we can do to keep tourism dollars driving the economy will keep the mountains sacred</p> <p>To that end lets move people by rail (airport to Park City Kimball Junction would be prime) LNG intermountain routes and gondolas linking the Cottonwoods, Park City would be a benefit</p> <p>Many thanks</p>	<p>2/26/2015</p>

I like the idea of resorts connected and mountain rail.		2/26/2015
I love the idea of connecting the 7 resorts that would make a unique experience and hopefully attract more skiers to Utah as now more people travel to CO to spend their money. I would also suggest high speed lifts from the Valley Floor to the ski mountain base for future expansion similar to what they do in Europe where everything is down in the valley and the low impact lifts transport people to the resort bases.		2/26/2015
I DO NOT want One Wasatch to be installed and in operation. There are way too many reasons NOT to do this and only one to do it... Greed.  No Thanks You!  Powder To The People!		2/26/2015
When I ski, I want my car at the base of the lifts. Improve the roads and parking and forget everything else.		2/26/2015
What do you think about resort connectivity? Un-needed, wrong for mountain ecology and avalanche control risks. Encourages resort sprawl takes away from pristine scenic mountain experience. You already have helicopters to allow the access for those who don't want to earn their turns by a little physical effort. Please answer this question how many people have taken the guided resort to resort tour this year? How many people bought a lift ticket at the Big 5 areas you want to connect? I bet that statistic is less than 1/2 1 percent of all those skiers. A set of linked ski lifts will not help cut congestion or improve transportation. A ski lift ride to work from Park City to Alta would likely cost more than the current \$108.00 Alta-Snowbird Day Pass. This is a far cry from the cost of UTA bus fare Ski One-way Fare of \$4.50.  Would you like to see improved, year-round public transportation? Lifts between resorts will not provide that just higher costs.  Improved bus services? Yes, UTA add more buses during peak times weekends and holidays  Mountain rail? Not needed  No improvements at all? <del>read above!!</del> Wow...I love the ideas...I hope you are true to the commitment of preserving the natural resources!		2/26/2015
The Mountain Accord is much more than the future of snow sports! As you already know, Alta is the "linchpin" of this negotiation. If you can not satisfy the owners of Alta with certainty, the effort will fail. One of my concerns is with the Save Our Canyons group. The executive director's language does not convey a real commitment to the proposal. Frankly, I think he believes major re-negotiations will occur during the EIS process. I don't mean to be negative, but I have been through this type of regional land planning process and understand the many pitfalls. You have put together a great vision and proposal for the future of the Wasatch!		2/26/2015
Thanks for asking!  Love the idea but understand the need to ensure environmental impacts are minimized.  Our daughter goes to Univ of Utah and our family has a vacation home in Midway, so we've been coming out twice a year for almost 10 years and have seen the growth. It sure would be convenient to have a simple back way up to Brighton or Alta from Midway since that existing road is only a 3 season road, instead of now driving an hour and polluting SLC more. What I don't know though is how much traffic that really is and if the downside of expanding that existing road or putting a Gondola up that backside would be worse than the big loop thru SLC up 215 to the Cottonwood canyon resorts.  Another value seems to be reinforced by the reality that if current forecasts turn out to be true, the amount of skiable snow is going to continue to decrease, so the more the resorts can work together to share access to the highest peaks and elevation will give everyone an opportunity to survive if maintaining snow at less than say 7,500 feet is not long term viable.  Happy to help, so put me on a list of volunteers if appropriate.  Thanks I have not followed all the discussions very closely, but I have listened and read a bit.		2/27/2015
In general, I'm not a fan of making all the connections. I enjoy the mountains in all seasons of the year (cross country, back county and resort skiing, snow shoeing, hiking, biking, backpacking) alone and with my family and friends. That's part of the reason I enjoy living along the Wasatch Front. The various resorts in the study area are amazing, but nothing I've seen/read so far has convinced me of a significant benefit from connecting them. I think a small number of people would benefit from the development, but average folks who live here, people who visit from out of town, the community in general and the environment would likely see little to no benefit.  I think there is a lot that could be done to improve access, connect accommodations, and all that sort of thing, but I don't think adding connecting tunnels, lifts, etc is desirable or required to encourage economic improvement.  I'm certainly open to being convinced otherwise, but as I mentioned, nothing I've seen or read so far has helped me see a value to this connection plan.		2/27/2015
Having moved out of the area years ago my knowledge may be some what out dated, here is my opinion. Knowing that the Salt Lake metro area will continue to quickly grow and prosper, with the sensitive high mountain water use-storage issues, along with the value and popularity resulting from alpine tourism creates many tough decisions all with an essential visionary perspective. The goal of increased access to the sensitive fragile mountain environment, I believe, screams for high quality resource management. An efficient mass transit seems to be an obvious choice, while the interconnect concept provides a uniqueness in marketing of the tourism dollar. It would seem that the general tourist needs a simple interconnect infrastructure beyond a lift pass before they will plan a vacation utilizing these unique options. Taking the tour to other canyon ski areas has always been an amazing experience, though a bit inconvenient when returning to the hosting hotel at the end of the day. These issues are not new, Europe has decades of experience in these areas.  avid skier for many decades.		2/27/2015
What do you think about resort connectivity? Excellent idea. Would you like to see improved, year-round public transportation? To be able to stay in the area and be transported to the ski areas sounds great! Improved bus services? Yes Mountain rail? Interesting. Sounds promising. No improvements at all? No		2/27/2015
Been going to Wasatch area for 40+ years & my son lives in PK City I think the all area connectivity is great for for skiers and economically as well for the entire area.		2/27/2015
I have looked over the proposed plans and I am in total favor of moving the process forward. It is good for Utah, good for skiers and riders and a solid idea that's time has come to move into action.		2/27/2015
It would be a huge advantage over other Western resorts		2/27/2015
Hello,  I think that the Mountain Accord should release the name of the person/company who comes up with the train/bus system that will travel up Little Cottonwood Canyon. I love the idea that a plan will be proposed, however if it is run by UTA/TRAX, it does not leave me confident that there will be an efficient system in place. I have tried to use this system, and have found it very unreliable. More specifically, the frequency of stops is too low, so I feel that I cannot count on the system if one happens to be full, or I miss a car. If UTA/TRAX does oversee this plan, I would like them to publish the plan, and hopefully have some other organization make comments on this plan (I don't think the public, including myself, have any idea how to create a functioning, efficient, transportation system).  Best regards,  Emerson Mann		2/27/2015
Expansion is a good thing.  One thing you are missing is the fact skiing is not growing as a sport. I work in the business.  The industry has to attract younger skiers and snowboarders. You are pricing families out of the market.  Ignore the environmentalists since they don't care about the planet, just controlling your lives.		2/28/2015
Many interesting suggestions are included in the Mountain Accord Blueprint. However before adopting any of the "front runner" ideas many details need to be addressed. Basically there are two competing factions for the well being of BCC and LCC: the tourist ski industry and locals enjoying the wilderness close to home. Decisions must address which is the more important since even compromise (which the Blueprint makes a valiant attempt to do) will favor one over the other. Up front I will admit I favor the local user-winter and summer. Transportation: The train up LCC seems like a good idea on the surface, but without additional parking somewhere near the base of the canyon its value is diminished. Many of us on the east bench have no easy access to public transportation to get to the canyons and so must drive. Frequency of travel is also an issue. I've heard many complaints that during "off" hours the buses do not run frequently enough to accommodate users. There is also the question of stops. Will the train stop at the ice climbing area and at White Pine or is this really just a resort transit system? If so why are taxpayers footing the bill? Given that only 7% of Utahns ski is spending billions of Utah money to service out of state skiers the best use of the money? I realize that the ski industry contributes to the overall economic well being of Utah but at what point is the tail wagging the dog? Beyond this question the cost of the train to the user is key to its being used. I doubt that it would be cheaper for a family of 4 to take the train than to drive. If the goal is to discourage driving rather than allow more folks up the canyon there has to be an economic incentive to use the train system. Perhaps showing the receipt could get the user a discount of 1.5 times the cost of the ticket on their lift pass. The tunnel suggestions present another interesting suggestion. I may have missed something in my admittedly hasty reading but these are private vehicle tunnels, right? If that is the case and all three tourist ski domains are linked doesn't that increase traffic in the canyons, rather than decrease it? Other than present a unique marketing point for the ski areas, is a tunnel between Big Cottonwood and Park City really better than just improving and plowing the existing road over Guardsman Pass? And again the question of cost rears large. With the very likely continued cutting of Federal spending, where will the funds come from? If the tunnels are a toll road usage will be discouraged. However if connecting the resorts via tunnels serves to satisfy the "One Wasatch" concept, it is much preferable to lifts. But more on that in my recreation response. Enhanced public transportation between SLC and Park City would be real boon in both summer and winter. With all the biking available in the PC area and the Crest Trail offering a human powered return such a transit system would be well used. Not to mention the commuters who could be enticed to give up driving Parleys canyon. Speaking of biking (I digress) there was talk of building a bike route up Mill Creek Canyon. Is that still on the table and part of the Mountain Accord agenda? Recreation: Ski area expansion: The proposal allows for expansion seemingly beyond existing borders which is contrary to present guidelines. Admittedly with the mitigating "retirement" of private lands this is not all bad. However the exact alignments of the Alta and Solitude lifts are essential to this being a real compromise. When canyons built the 9990 lift there was much talk about locating it so that back country access would involve substantial hiking to somewhat preserve what had been exclusive non lift served terrain. That didn't happen and three major destinations for back country skiing were lost to the "mobs" existing the lift and a lesser impact felt in surrounding area. ANY IMPLEMENTATION OF THE HONEYCOMB LIFT AND THE GRIZZLY GULCH/TUSCORORA LIFT MUST MANDATE THAT THE LIFT PLACEMENT NOT ALLOW SIMPLE ACCESS TO TERRAIN NOW EXCLUSIVELY USED BY HIKERS. Well some of the terrain the Honeycomb lift could incorporate is now used by Powderbirds so we have competing "economic interests".		2/28/2015

<p>The proposed tunnels and lifts would do much more than just let people get to more resorts faster: they have the potential to change the entire dynamic of the winter recreation scene. Public transportation through the tunnels allows "side country" resort skiers to enter areas reached by the new lifts, and ski terrain now used by backcountry skiers and easily return via the tunnels.</p> <p>The recreation compromises seem to preserve some open space at the expense of the new lift served skier. Over the 30 years that I have been backcountry skiing I have seen much of the terrain available when I started disappear (Honeycomb, Supreme and East Castle, Snake Creek Pass, Lake Catherine area, Dutch Draw, MacDonalds Draw and West Monitor to a lesser extent. The lift and tunnel alignment threatens East Bowl of Silver Fork, Catherine Pass and the bowl into Brighton, Wolverine, Tuscarora, Patsy Marley, West Bowl of Silver Fork, Main Days Fork, No Name bowl, South Monitor and all of Willow. These are among the premier backcountry ski areas in the Wasatch and the reason why many professional folk live here and contribute greatly to the economy of Utah. Losing this terrain to de facto ski area expansion would be a tragedy for local users.</p> <p>Water:</p> <p>As we prepare for growth in the Salt Lake Valley we should be looking to preserve water, not make more available for snowmaking. One could argue that water out for snow making is water in when it melts, but much is lost to evaporation as it sprays and to sublimation as it sits as snow. I am also concerned about water quality as tunnels and rail lines are built and as traffic increases due to the tunnels.</p> <p>Final comment:</p> <p>It would be great if we had the collective courage to say to the ski areas "we appreciate all you do for our economy, but we don't need any more. Therefore changes to encourage growth are off the table. We will however do all that is possible to insure that the CURRENT level of activity is maintained."</p> <p>This is a good idea that would reduce auto traffic up Big and Little Cottonwood Canyons. Visitors could leave from the Park City side and eliminate a lot of driving.</p>		2/28/2015
<p>Mountain Accord: Since 1988, I have been a resident of Salt Lake City, Utah. I am active in hiking, cross country skiing, and snowshoeing in the Wasatch Mountains. I will comment on the Mountain Accord Proposed Central Wasatch Blueprint. I appreciate and respect the need to develop a plan for the Wasatch Mountains, the Wasatch Front, and the Wasatch Back. It is great that the proposed blueprint supports the protection of the natural environment and watershed of the Central Wasatch. I am also in favor of the expansion of mass transportation services to mountain destinations. However, I am concerned about some of the proposed actions in the Blueprint to improve transit. I understand that the ambitious plans to construct light rail transit or rapid bus transit on an exclusive guideway up Little Cottonwood Canyon (LCC) need National Environmental Policy Review (NEPA). I am uneasy that such an extensive construction project could have a negative impact on the quality of the watershed. I am also concerned that the additional guideway (with an accompanying snowshed) for the train or rapid bus will diminish the visual beauty of LCC. I am also concerned about the environmental impact of constructing tunnel connections between Alta and Brighton and between Brighton and Park City. Again, I recognize that those projects need NEPA review. I oppose the potential alternative plan to construct aerial connections between Brighton and Park City. Any aerial connection between resort areas will diminish the beauty of the Wasatch and negatively impact the natural character that is valued by many Wasatch visitors. The need to improve mass transit between the Salt Lake Valley and Park City and up and down Millcreek, BCC, and LCC is necessary. However, I question the need to have mass transportation connections between Alta and Brighton and between Brighton and Park City. The inter resort connections would not benefit the majority of the visitors to the Wasatch. Another concern regarding trains, tunnels, and aerial systems is the high construction and maintenance costs. How would these projects be funded? As proposed in the Blueprint, I support implementing disincentives to discourage and limit private motor vehicle use in Millcreek Canyon, Big Cottonwood Canyon (BCC), and LCC. I support shuttle service for Millcreek Canyon. I support expanded year round bus service in BCC. Instead of trains, tunnels, and aerial systems, I would like to propose that a bus/shuttle system be organized to serve Millcreek, BCC, and LCC. This bus shuttle system that I have in mind is similar to what is used on the South Rim of Grand Canyon National Park and Zion Canyon in Zion National Park. In this system, private motor vehicle use will be limited to canyon residents and few visitors and canyon workers that obtain a limited number of passes. All other visitors and workers would use the buses / shuttles. The bus /shuttle system would use the existing roadways in Millcreek, BCC, and LCC. This alternative would not require the construction of additional guideways in the environmentally sensitive canyons. The bus/shuttle system does require the construction of transit hubs in the Salt Lake valley preferably near the Wasatch canyons. Because of the high demand for parking at the trailheads during every season, this bus system needs to function all year and have routes that stop at the trailheads. During the peak ski seasons, express routes to the resorts should be utilized. Another transportation solution that should be considered is a shuttle/bus route that links the trailheads and parking areas along the west flank of the Wasatch. This Wasatch Front route could link the West Grandeur, Nell's Canyon, Mount Olympus, Ferguson Canyon, Bells Canyon trailheads and the 3900 South/Wasatch, 6200South/Wasatch, mouth of BCC, mouth of LCC parking areas. This project should not be very problematic to implement because the park and ride lots are already constructed and are in use. The proposed Cottonwood Canyon Taskforce Recommendations (CTFR) is complex. The negotiations must be very challenging. The potential exchange of base areas from the United States Forest Service (USFS) to ski resorts and the exchange of upper elevation has benefits to ski resorts interests, backcountry recreation interest, and government land manager (USFS). The proposed exchange could also help maintain and manage the watershed. Because the process is still going through negotiations, I am not comfortable to fully support or oppose the tentative recommendations. Because I value the natural character of the Wasatch, I hope that Grizzly Gulch would remain undeveloped. If Alta decides to develop Grizzly Gulch for resort skiing, that would be a big loss of an area that has been natural and a place for undeveloped recreation. Since the Mountain Accord Blueprint is setting a plan for the Wasatch Mountains and the local communities I would like the Blueprint recognize the importance of preserving Willow Heights area in BCC as undeveloped.</p>		2/28/2015
<p>I support that the Forest Service land in Willow Heights maintain the 3.1w management prescription (Protection, Maintenance, or Restoration of Biophysical Resources-Watershed Emphasis). Willow Heights is a good area for backcountry skiing and snowshoeing. Because most of the moderate angle terrain at the heads of BCC and LCC is reserved for resort downhill skiing, it is important to preserve Willow Heights from development. Preservation of Willow Heights will be more important if Grizzly Gulch, Hidden Canyon and Hidden Canyon and part of Silver Fork need to be developed for downhill skiing. Although the Mountain Accord Blueprint does not state that Willow Heights will be developed, the exact plans for the transportation solutions proposed in the Blueprint are not defined. If the plan for a tunnel from Brighton to Park City does not work out, I do not want an alternative Brighton to Park City interconnect to include Willow Heights! The Mountain Accord Blue proposes limited development in the mountains that will be focused around thoughtfully designed transit stops. I also wish to emphasize that any new development not compromise the watershed and not be an extension of the urban sprawl. No ugly high rise structures and no amusement park rides. It is important that the mountain and forest character of the area be supported. I support the Mountain Accord Blueprint plan to improve the regional trail system. Hopefully the financial means to maintain and construct new trails will improve. I think that the initial emphasis should be to repair existing trails rather than construct new trails. The Blueprint proposes that recreation destinations be connected with trails. Please note that there are good existing trails that link Brighton to Alta, Brighton to Solitude. An unmaintained but well-defined route on the Bullion Divide Ridgeline connects Alta and Snowbird. I hope that work on extending the Bonneville Shoreline trail will continue. That trail will be an important means to connect many west flank trailheads. The Blueprint proposes a regional trail network that includes trails along the bottoms of LCC and BCC. I assume that these trails would link the Salt Lake Valley to trailheads and resort areas of BCC and LCC. From a walking and hiking perspective, those trails would not be practical and a good use of trail constructing resources. It would take too long to walk from the Salt Lake Valley to trailheads and mountain resorts. For hikers to get to the trailheads, it would be better to use the bus. Also those proposed trails could encourage dispersed camping close to the LCC and BCC creeks. That would not be good for the watershed. However trails along the BCC and LCC bottoms may be more practical for bicycle travel. The Mountain Accord Trail Committee will hopefully address the trail issues and design a practical trail plan. Any plans for the future of the Wasatch should include activities where individuals and organizations volunteer effort to protect and maintain the Wasatch. These activities need to be under the direction of managing agencies such as the U.S. Forest Service, Cottonwood Canyons Foundation, and local governments. Many such activities now exist, but we still need to plan and support their continuation. These efforts are critical because of the impacts caused by increased visitation. In addition to doing important work, this stewardship will nurture deeper connections to nature and the areas that we love. I hope that the Mountain Accord process will help to support the economic vitality of Utah and keep the Wasatch a great place to enjoy the outdoors. More important, I hope that this process will help to protect what remains of the natural character of the Wasatch and protect the watershed. Thank you for your efforts. Thank you for considering these comments.</p>		
<p>Hi, We been 4 time's, My husband loves it out of all the places we have been. Easy to get to and Guaranteed Snow and great weather and Affordable! We came last year and I did the interconnect tour with the guides and 8 other people. Were not sure if it matters if you connect the mountains except the bragging rights. We love the way it is. We did Park City the first time 20 years ago and loved the ride down there from Snow Bird/ Alta. You could see the mountain Goats up on the Hill off the Highway on the left. Its a nice ride We also met some one at the Cannons 3 years ago and enjoyed that mountain. Not sure you would get many people to do SB to PC and back? We did Europe when I was little and its similar because you had to take the Tram to the mid mountain and there were chair lifts from there. Well my father wanted to ski down were you were to take the tram??? It was not fun...and we got lost, and lost each other, and would never do anything like that again. Were always cautious of all of this when we ski. I don't even like to go way skiers right on Sugarloaf, Maine, which is the Brackett Basin area (new woods!!! because I'm not sure if it's patrolled thoroughly at the end of the day? I would feel the same about the connection there. Lots of \$\$ and I would rather see \$ dumped into a large snow tubing type area for adults like 1/2 way down the mountain road that would require a chair lift ride back, with the cost around 30 \$ a ride. or the top of Alta down into SnowBird.Or try to improve the shut down of the mountain road (avalanche) somehow. Been there done that! (Sucks) Just to give you an idea of us. I'm 53 and my husband is 57 we have skied all our lives We live to ski!!! We have been over 50 ski places in our life time. We go on ski vacation 's once a year. I pick one year and he the other. We will be there next year. I brag about S/A to every one I discuss skiing with. I guess to sum it up: NO Need... In our book Love it the way it is!!!</p>		3/1/2015
<p>I like the idea of resort connectivity, but am cautious about it for the following reasons:</p> <ul style="list-style-type: none"> <li>• Will drive up the price of a daily lift ticket? They're already high enough. For instance, the Alta/Snowbird combined ticket is more than a ticket for one or the other of those two ski areas. Given the size of both, just skiing one or the other for a day is enough, so why would I want to pay extra for the access to both on the same day?</li> <li>• I've skied all the Utah major areas and like the distinct personality that each one provides. That's what makes it fun and interesting to mix it up and ski at multiple areas. They're unique unto themselves. Will combining them make them all the same and bland?</li> <li>• I also like that the competition between them helps promote innovations and improvements. Will that be lost if they're all connected?</li> </ul> <p>The idea of better mass transit, rail or bus, is a great idea. It would be great to be able to move around between resorts and the valley area without having to contend with bad weather and traffic. But it needs to be reliable. The joys of skiing in a big snow storm at Alta or Solitude or wherever can't be dampened by the inability to get there because the railway shuts down during a snow storm. It should be an enhanced and more sure-fire way to move around. Not one that creates more uncertainty.</p> <p>Hope this feedback helps. I'll submit more if other ideas or thoughts come to me.</p> <p>Thanks for asking!</p>		3/1/2015
<p>To whom it may concern,</p> <p>I would like to address many of the issues that were raised by the "blueprint" that was recently provided to the public.</p> <p>1) I feel that there is a severe lack of effort to preserve the Central Wasatch and instead a much greater intention of increasing development within the canyons. The idea of creating a new mass transit system, increasing lodging at the resorts, building tunnels through the mountains, and widening the footprints of the current ski resorts all fly in the face of preservation. The Central Wasatch is a relatively small range that has unparalleled access. Increasing access in a responsible manner is paramount, however, that does not necessarily mandate the aforementioned strategies. Keeping a simple and minimalistic approach to moving people into and out of the mountains is the most responsible means of maintaining the fragile balance that currently exists in our beautiful canyons.</p> <p>2) I don't believe that the ski resorts footprints should be expanded at the expense of backcountry terrain. In particular, Alta's desire to expand into Grizzly Gulch and/or Tuscarora should not be permitted. Alta already enjoys a great deal of the best terrain in the Central Wasatch. The proposed expansions would wipe out a large swath of land upon which many people recreate during the winter currently and would further strain the relatively small amount of backcountry terrain available to the public. Maintenance of Emma Ridge to Mt. Superior is absolutely critical as this is some of the most utilized terrain by backcountry enthusiasts. It would be an absolute travesty if this land were to be turned into lift accessed terrain. This is true for Snowbird as well to a large extent, however, developing access from American Fork Canyon would be a reasonable means of reducing the utilization of Hwy. 210 and would be unlikely to impose upon highly desirable terrain. As for Brighton and Solitude, I am not opposed to a connection of the two resorts.</p> <p>3) This effort is obviously being driven by economic incentives. Utah hopes to increase revenue from its attractiveness as a skiing destination. While attraction of resort skiers is a large source of revenue, it is important to recognize that many people visit for the purpose of ski touring as well. The Wasatch Range is famous for its world class ski touring and should be marketed as such. The ski resort industry is seeing flat to declining revenues. The backcountry ski equipment market is the fastest growing segment within the industry. People enjoy getting away from others, exercising in the mountains, and scoring huge powder descents for which Utah is famous. The ski resort, in contrast, offer 1-2 hours of untracked terrain after a storm and a ton of competition with other skiers during those few hours. Decreasing access to this segment of the industry seems short sighted.</p> <p>4) With regard to transportation, I think that the construction of an aerial tram between Park City and Big Cottonwood Canyon would reduce the overall solitude of the canyon. I particularly cherish the lack of access that Park City has to the canyons of the Salt Lake Valley. That keeps many tourists in Park City and lessens the use of the Cottonwood Canyons. Such a tram would also destroy the serenity of the backcountry that currently separates the two end points. The idea of a tunnel is less intrusive with regard to backcountry users, however, would also promote use of the resorts from the Park City side. While I understand that this is the point of the system, I am not a proponent of increasing access from Park City to the Cottonwood Canyons. Regardless of my stance on that issue, blasting holes through the mountains is expensive and disruptive and probably not an economically viable alternative to much simpler solutions.</p> <p>5) A train up Little Cottonwood Canyon? Seriously? This seems like the most expensive, expensive, and unnecessary "solution" to a problem that occurs on only a handful of days a year. While the traffic jams going up the canyon as a result of powder fever or closures secondary to avalanche control are annoying, I don't think that taxpayers are willing to foot a VERY expensive bill to pay for building a train track up Little Cottonwood Canyon. This seems to benefit the resorts much more so than the public. While a bit frustrating, the occurrence is infrequent enough that an alternative to the train should be considered. We don't have enough infrastructure with light rail that would permit realization of a true benefit from such a project.</p>		3/2/2015
<p>In other words, people don't really use the train currently so trying to model our canyons after Europe is a faulty endeavor with which to begin. Buses, particularly those that run on natural gas, are clearly a much more economically feasible and reasonable means of getting people up all of the canyons (including Big Cottonwood Canyon). Bus schedules can be modulated to adjust to demand. While this doesn't address the avalanche control issue, I don't think that that issue merits a new means of transportation for the entire canyon that costs millions of dollars. Building a designated bus lane that is protected from avalanches would certainly be a better alternative to the train, however, this is also overkill in my opinion given the infrequent nature of the aforementioned issue. It also comes not only with a high price tag but at the cost of further extending the road into the canyon's natural territory. While the use of the canyons is dramatically decreased during the summer from personal observations, I would support the implementation of a year round bus service that simply runs less frequently when the demand is lower. I feel that it is also important to service not only the resort skiers, but other outdoor enthusiasts that want to be able to be dropped off in the canyon at areas other than the resorts. Establishing stops all along the canyons would be an important consideration. Given the funding, which appears to be by the public, it should provide service to the entire public and not just the customers of the ski resorts.</p> <p>6) The watershed is another issue that needs to be considered when proposing development. We live in the second driest state in the country. The snowpack and rain that receive is vital to our sustenance and its preservation is paramount. This seems to be an overlooked component of the blueprint.</p> <p>7) I think that it is great that land is being considered for permanent protection. The development of a trail system is an additional, excellent consideration that would enhance access to the mountains under this protection. I fully support an integrated trail network. Our current trails are lacking in extensiveness currently. During the winter one can travel easily on the snow, however, in the summer we are relegated to preexisting trails. Thank you for your consideration of the public's opinion. I would like to reiterate that preservation, not development, should be the goal of this project. To this end, responsible means of achieving this goal in the face of increasing pressure should only be considered. Making money is a short sighted vision that will destroy the very resource that sustains this valley and already contributes largely to its economy. The issue of transportation into the canyons is of particular import as misappropriation of taxpayer's money for an unnecessary train would be a mistake. Buses are an easy and cheaper solution that don't further encroach into the canyons' natural footprints.</p>		

<p>March 2, 2015 To Mountain Accord: The issue isn't about trains or tunnels. The issue is about the take-over of public lands by private interests. I grew up here and have skied the Wasatch for more than fifty years. I skied GAD Valley before the Tram was built. At the time both GAD Valley and Peruvian Gulch were "backcountry." Now they are part of what is called "lift-serviced" terrain. I ski-toured in Albion Basin when there was nothing beyond the Albion single chair. I toured up to Germania before the Sugarloaf lift was built. Now this is lift-serviced terrain. So it goes. I toured to Point Supreme before the Supreme lift was built. Now this is lift-serviced terrain. So it goes. I used to tour in Grizzly Gulch until the Accordian Flasco of spring 2015 gave Alta the green light to destroy this area as well. And so it goes. Eighty percent of the tourable terrain in the Wasatch has been swallowed alive by ski resorts and private development. And now we are being asked to accept the few remaining backcountry crumbs as some kind of a milestone in negotiation. Each new generation accepts the squalor of the present as its birth-right. There is no accord to be found in the current proposals. The Mountain Accord is only the latest installment in the long spate of hollow promises designed to make private interests appear magnanimous. Privatization is like a ratchet. It only tightens, never loosens. These mountains used to be called simply the Wasatch. Even the defenders of the "backcountry" feed into the enemy's vocabulary by accepting the distinction between "front-country" and "back-country." The language of "accord" would lead us to believe there is no enemy. Naturally the enemy themselves will say as much. Even where terrain remains nominally public, ski resorts control access to these lands. Self-powered uphill traffic -- on public land that Alta has the gall to call "their" frontcountry -- is regularly busted by Alta Ski Patrol. Of course Alta Ski Patrol phrases such harassment as being in the interests of "safety," as though common sense is no longer expected of mountain travelers. The "common sense" that public lands are public lands and deserve to be protected as such by governmental agencies such as the Forest Service is an idea which has also gone the way of all flesh. Many different peoples have come to live in the land now called "the State of Utah." Some of these people have stayed to live, especially in Salt Lake City, because they have valued and value the recreation opportunities on these extensive public lands so close to a metropolitan area. Many who called and call Salt Lake "home" nourished an innocent expectation that public agencies would safeguard public lands. Instead we have witnessed a total cave-in by the Forest Service to the hollow promises of private interests.</p> <p>Hollow promises is a nice way to put it. Planned deceit is more accurate. At a public meeting held at Zion Lutheran church in Salt Lake City, before Magic Man Dick Bass came up with oil money to build the tram and plaza, I heard Snowbird guru Ted Johnson promise solemnly that Snowbird would never construct anything more than the final tram tower and disengagement apparatus on the top of sawed-off Hidden Peak. Witness now the steel monstrosity currently in place and under construction on the summit. Hollow promises. Sometime in the not-so-distant future the backcountry folk will sign a final agreement with the Accord-ians. At stake will be a patch 350 feet long by 6 feet wide in one of the chutes dropping from Wolverine into the Twin Lakes drainage. There will be a pact, signed sincerely by all Parties, that this particular gully will be protected, unmolested by privatization For All Time and Eternity. But on the day the pact is signed, on paper as worthless as the paper containing all the other hollow-promise Agreements of the past fifty years, is one more audible click of the ratchet will be heard. Young people don't know any better and old people forget. Only the land remembers. Stumps don't lie. And even if, in the desperation of extreme uncton, the pact were called a Sacred Covenant, recorded in stone, it would still be worth nothing, no more than the bare granite into which it was chiseled. Any observer with his or her skis on the snow would know the couloir patch was only one more slice of Real Estate, up For Sale to the highest bidder.</p>		3/2/2015
<p>1. What do you think about resort connectivity? I don't think that resorts should be artificially connected with chairlifts, etc. I do ski from Brighton to Solitude, but it is on an existing hiking trail both ways. No additional building was required to reopen the SolBright Trail to ski/snowboard. I think that this is an area with a precious watershed and as much space as possible needs to be available for the animals to move freely without human interference. Leave the beauty natural.</p> <p>2. Would you like to see improved, year-round public transportation? I would like to see improved year round public transportation. My plan is this: implement REGULAR bus service up and down the canyons. If the buses were regular -- every 20-30 minutes ALL day, people would not need to drive. I believe driving up the canyons should be limited or banned altogether. If the buses were REGULAR, this would not be a big inconvenience. Just build a big parking garage down near Hog Wallow and we'd be good!</p> <p>3. Improved bus services? See above. I take the bus all winter to Brighton and Soli. I would take it in the summer, too, if it were available. I still have to drive, frequently, however because the last bus UP is at 4:18 pm. I can't get there in time after work to catch the last bus up. There is only ONE bus down after 5:30 pm -- the 8:30. REGULAR bus service would mean I could go up for an hour or two after work and not be stranded up there till it is freezing and icy at 8:30. It is snowing right now and I don't want to take my car up tonight. I am missing the powder because I don't want to drive and I am missing the bus up. There should be REGULAR buses all day and into the evening. It would be great if the buses ran regularly all day long instead of sporadically. I sometimes have to drive because there is no bus between 12:30 and 2:30. How about a 1:30 and 2:00 pm bus. Nearly all of my friends leave around 2 so often I am begging a ride from them. I wonder if there were a 1:30 and a 2:00 pm bus if they would no longer drive their cars!</p> <p>4. Mountain rail? Just use the bus!! We have already have a road. I am watching landslides every week! Why mess up what little natural environment we have with more tracks.</p> <p>5. No improvements at all? Add more buses. Do not add more chair lifts. Thank you for asking for my opinion and for honoring nature in Utah. It is its greatest asset. ☺</p>		3/2/2015
<p>I like the idea of a year round transit connection as that would help reduce traffic, preserve the environment as well as expanding access. As a visitor to Salt Lake City during ski season I always made use of the transportation to the Cottonwood Canyon ski areas and loved that there was that transportation available. I like the idea of being able to get to Park City from the Cottonwood Canyons and vice versa via public transportation. Personally I would prefer the transit option over the gondola/lift option as that would serve more people as well as being year round.</p>		3/2/2015
<p>I would like to see rail transport instead of bus as that would have less of an impact on the environment. Less noise and pollution. I think one of the great assets of Salt Lake City is the Tracks system.</p>		3/2/2015
<p>To whom it may concern, I think a train would impact the land much more then proposed and would be extremely expensive. I would like to know where the money would come from to build the train and how it would impact backcountry skiers and climbers. So I think it is a very bad idea. Also, I think the resorts are busy enough and don't need more people in the canyons and therefore don't need to expand. I am very opposed to the plan and think it needs to be rewritten and new options found to deal with traffic.</p>		3/2/2015
<p>I've been to Park City once and it is my favorite ski destination. We also skied Solitude, which is in my top 3 of ski areas. All the ideas about increased public transportation are good to the extent that they don't cause environmental harm or over-use of the areas. I do think it is critical that ski areas maintain their distinct personalities.</p>		3/2/2015
<p>First it is a shame that the ski resorts already have all the prime ski terrain in the Wasatch and now want to expand even more? Also keep in mind that some of that expansion would take away backcountry use and would ban snowboarding with Alta expansion. I thought more of the Wasatch was suppose to made available to the public. We are making the Wasatch exclusive with these policies. Also why are publicly funding a transportation solution for two resorts that ban snowboarding? Dont you know that 40% of the snow sliding public snowboards and 60% of families are mixed. Why should snowboarder taxpayers fund this silly idea??</p>		3/2/2015
<p>If u can have snowboarders and skiers on the same hill, 100' s of brands of gear, any ethnic group, all kinds of foods from different countries, then GOD HELP ME, why can't there be Pepsi and Coke on the hill at the same time???</p>		3/2/2015
<p>4. MOST PEOPLE WON'T MAKE MULTIPLE CONNECTIONS -- People don't like making multiple connections to get to their destinations. This means that transportation solutions ideally don't involve MORE THAN ONE, perhaps TWO transfers to get to a destination. Many people will not walk or drive to a transit center or park-and-ride lot, then catch a bus or train, then transfer to another train or bus, then walk to their place of employment or restaurant, etc. People also are less willing to make any connections if they are going to get wet, cold, or risk being late because they may miss connections. Recommendation: Research the transportation patterns and requirements of people traveling to, from, and within the Summit County area and determine specific trips where transportation alternatives can be put in place that conveniently and effectively connect people to destinations.</p>		3/2/2015
<p>We are so excited about the prospect of resort connectivity! We would like to see improved year round transportation to ensure quality recreation experiences for everyone!</p>		3/3/2015
<p>I am writing to express my opinion regarding the proposed blueprint. • There is not enough balance between development and preservation. Currently there is too much development • Expanding the ski resorts should be done very carefully. Permanent land preservation as in the snowbird expansion is ok. • Alta's desire to expand into grizzly gulch or plan B up Tuscarora are not acceptable. This is pristine land used by hundreds of backcountry users each weekend. • An aerial tramway connecting PC and BCC is not acceptable • The Wasatch is a tiny area compared to Alps, stop one Wasatch and any interconnect idea. • Creating a viable public transit system up BCC and LCC is a good idea. This system needs to be designed in a way that offers dispersed stopping locations, not just at the resort bases. • A shuttle system up Millcreek in high use summer months similar to Zion Canyon would be ideal. • Connecting BCC, LCC and PC via tunnel is better than via road or ski lift. This option seems very expensive and there is no mention of how these funds will be raised. • Protecting the watershed should be priority #1 • In the last 10 years ski resort visits have been on the decline. During this time backcountry skiing use has grown exponentially. Backcountry skiers contribute just as much to the economy as resort skiers and this trend in falling skier days at resorts should be considered. • Expanding the summer trail network in the central Wasatch is a good plan that should be pursued.</p>		3/3/2015
<p>I have lived in SLC most of my life, and support full public access to the backcountry. These are our public lands, and I feel it is appropriate to maintain public access. I support protection of the watershed in the strongest terms, we need that water! I do NOT support the commercial development of these public lands, no interconnecting all the ski resorts. Alta and Snowboard are connected now, and the high lift ticket prices effectively limit most of the public from using this access. In addition, if you use the Alta/Snowbird access route, you spend most of your day going between resorts, not skiing. I think it is not reasonable for skiers to travel between resorts in Park City and the Cottonwood canyons in one day. Much of the day would be spent in traveling from one resort to another. Please do not trade in our wilderness, watershed and public access for the commercial gain of a few. Please leave the lands and water the way it is for my children.</p>		3/3/2015
<p>To the contrary I think more destination visitors would stay in Park City if a day of skinning at Alta or Snowbird were an easy and pleasant train ride away. However the proposed train line should not stop in Park City but continue on through Snyderville Basin and down Parleys and/or Emigration Canyon to the airport. This would serve two purposes. It would make it much more likely, and dare I say enjoyable (based on my experience of Swiss resorts) that visitors would choose not to rent cars or ride shuttles to Park City. It would also make it viable for local residents to leave their cars in their garages and ride the rail down to Salt Lake. ☺ To whom it may concern,</p>		3/5/2015
<p>My main concern with the Wasatch is the proposed expansion of the ski resorts. They already control the most desirable and easiest to access terrain. All the remaining ski terrain is heavily used by self-powered recreationists; skiers, snowboarders and snowshoers in the winter, hikers in the summer. Any expansion of the resorts will exclude even more terrain from public access. Please do not allow the ski resorts to expand! Thanks</p>		3/5/2015
<p>Please protect the watershed, preserve backcountry terrain, provide affordable public access to what are, after all, mostly public lands</p>		3/5/2015
<p>To those concerned, Please do not develop more in any of the canyons. There is no need!!!! As a Utah local who has been going to these mountains all my life and an employee at one of the resorts, I do see the need for better transportation (especially snow days) TRAINS ARE NOT THE ANSWER!!! If there was more parking available at the bottom of the canyons and regular shuttles to and from resort and a \$40 parking fee at resort if alone or \$5 for a full car of people (four or more). Something along this line would eliminate the parking problem, cut down on more than half the cars and take away the need for OVERBUILDING in our SACRED AREAS!!!! You can NEVER get back the nature that is compromised!!! There will be no QUIET places to escape, No more dark areas to see the stars. Also, compromising the home to the animals that live in these areas and the water!! If there is no snow, there is little to no traffic. Summers are still quiet and for the few big snow days and Saturdays, the proposal is too much for what is needed! PLEASE recognize these mountains are so close to a huge city, they are already in dire need of more protection than they are currently getting! DON'T BE PART OF THE PROBLEM!!! We do NOT want to lose the solitude and beauty these canyons offer, for unnecessary development when there are better gentler and more cost effective alternatives. WHY start so big? There is a much easier solution. I hope we can all come to the place of making this a wonderful place for everyone without developing in the canyons. Starting with more available parking at the base and incentive to ride share. I hope you take time to consider these thoughts and do all you can to PROTECT our most valuable resources!!! also supporter of SAVE OUR CANYONS.</p>		3/5/2015

<p>To Whom it may concern,</p> <p>I am writing to express my opinion on the light rail transit option outlined in the Mt. Accord Blueprint. I have deep concerns about this option primarily because of the impact on the watershed and wild aspects of Little Cottonwood Canyon. We are unique in the Salt Lake Valley in that we have access to precious wild lands within easy reach of our homes. The millions of us who over the years have sought respite and recreation in the canyons know that we will be sharing the open spaces with others, but we also know that the canyon ecosystem can only handle so much before it is permanently degraded. The visitors who have fallen in love with the area know that very effort must be made to preserve the quiet, the open space, the wildlife, and the precious water resources.</p> <p>The light rail transit option has too many unknowns and presents the risk of too many negative unintended consequences. No amount of study or planning can anticipate what may happen to the watershed in a worse case scenario, and water is far too precious and valuable to take risks of these. The thousands more footsteps that would come from casual visitors passing through by LTR would trample the fragile soils and plant cover that help create clean water for the million people who make the Salt Lake Valley home. The impact to the quiet, accessible, friendly, and "wild" aspects of the area designated for the LTR would be profound. Some experiences, some encounters with a clean, wild, and un-built space are just too rare to risk—walking up the road to Abion Basin on a quiet summer day is one of those experiences. While the effects would be hard to measure, I for one know that I would never be able to engage with the place that is Little Cottonwood Canyon in the same way, and I would feel a terrible loss. A rapid bus system also has risks but is far more predictable and knowable. In a way, however, it places a small but worthwhile burden on casual visitors to the canyon by gently forcing them to a decision to take the time to abandon the car and share a space with fellow travelers also seeking quiet and beauty. It slows them down to ready them for what they will experience when they arrive.</p> <p>LTR is a "through-the-window" way of experiencing the canyon. The vision and goals of Mt Accord includes in the list of corridor purposes: Create unique, attractive traveler experience? To increase tourist and resident visitation. I argue the visitor experience would be of little consequence if people are simply riding through this special space, and surely many would simply be traveling through. For those who are seeking recreation in the canyon, LTR brings too many people to too small a space and diminishes the recreational experience. Why not ask people who seek the beauty of the canyon to engage directly with it? And why not keep it just a bit more remote which makes it a lot more special? And if the canyons are already over-used and crowded, why would a goal be to increase visitation, especially when it requires degrading the visitor experience by degrading the place?</p> <p>It is a deep human need to experience quiet and open space surrounded by natural beauty. It is the kind of experience that will inspire people to care for and preserve the canyons for future generations. Yes, more people will come to the canyons. We should take every effort to shape the way they visit Little Cottonwood Canyon in ways that minimize the inevitability of growth and crowding. The top of Little Cottonwood Canyon is extraordinarily valuable simply as a precious and rare place. It should not be reduced to another over-built convenient attraction. We have plenty of those. What we don't want to lose is the treasure of wild, clean, quiet, open spaces where we can escape the steel and concrete of the rest of our lives. Growth is inevitable.</p> <p>Setting a goal to encourage the impact that comes from growth is foolhardy.</p>		3/5/2015
<p>I support protecting this mountain range from developers, corporations and anyone who would damage this land.</p>		3/5/2015
<p>The proposal relieves economic congestion to the Park City area, in exchange for land protections surrounding the Park City area. The proposal offers increased infrastructure that will actually encourage growth, not just manage it. We do not need to encourage more tourism to maintain a vibrant economy. The proposal does not benefit those that love big and little cottonwood canyons - the majority of the patrons. Instead, it creates a transit system that will draw more destination tourists from the park city area into big and little cottonwood recreation areas, and also vagrant traffic on public transit from the valleys. This does not benefit those who truly love, use, and appreciate the local resource. The protections offered in exchange are vague and unsubstantial. Increased use, and increased marketing will only bring more people and commercial traffic to the area, damaging the environment. When rapid growth is a concern, why do we push to grow it faster? Jobs created will be low wage, resort jobs - not highly skilled workers, developers will benefit wildly with large property/business owners, while local, Salt Lake Valley people stand little to gain.</p>		3/5/2015
<p>Comments Regarding Mountain Accord: Dear Accord Committee, Thank you for your efforts to look at the long term future of the Wasatch Mountains. My comments address the proposals for Little Cottonwood. Our family has owned a cabin on Grizzly Ridge since 1955, so we are well acquainted with the history and the reality of living/recreating at the top of the canyon. In my view the transportation future in the canyon would be best served by a Bus Rapid Transit (BRT) model which could be adjusted based on the season and demand. The cost would be a very small fraction of the rail model. The upfront cost of the rail and tunnels is astronomical, not to mention the ongoing operating cost and maintenance. The demand for rail would be very seasonal with little or no demand during the "mud season" from mid-April until late June and from early October until late November. The BRT model could restrict car and truck traffic in the canyon to property owners, vendors, and private transportation providers with the minimal requirement to build a parking facility near the mouth of the canyon and a terminal at the base of Alta. I also support the concept of trading some of the Alta Ski Lift property in Grizzly Gulch for a small parcel at the base of the lifts and lodges to accommodate a transportation, hospitality, and small retail presence to support the BRT system. I do not support the construction/development of high rise condominium or hotel development. Thank you.</p>		3/6/2015
<p>To whom it my concern</p> <p>I appreciate the concern about our Wasatch transportation needs. To put trains in is drastic !!!! The Wasatch needs to be protected !!!!</p> <p>The Wasatch needs better transportation during the winter months, YES. The summer months slows down considerably. Buses are not run in the summer. A train running all year will destroy our Wasatch!!!!</p> <p>We need to protect our canyons!! Trains are not the answer.</p>		3/6/2015
<p>I am writing to say that I am against changing anything about Little Cottonwood Canyon! I love everything about this absolutely gorgeous piece of Americana having visited it since 1979. Thank you for letting me state my piece.</p>		3/6/2015
<p>To whom it may concern,</p> <p>I have been recreating in the Wasatch backcountry for almost 15 years (also almost half of my life) and the thought of giving the ski resorts the ability to expand beyond their current boundaries curdles my stomach. I believe that the balance that currently exists between resort skiing, backcountry skiing, snowmobiling and snowshoeing is ideal and should not change. I am heavily in favor of preserving Grizzly Gulch and Tuscorora in their current states and continuing to provide the public with some of the best and most accessible fantastic backcountry ski terrain in the lower 48.</p> <p>I am open to the idea of public transportation up the canyons, but I am highly concerned about the probability that this transportation way will affect another one of my recreational passions: bouldering. I am interested in a conversation revolving around widening the road to allow for a train or increased bus traffic (hopefully electric) for the winter, but I don't want to see the great pathway for bikers running and climbing access across the creek in Little Cottonwood canyon destroyed to put in a tram.</p> <p>Thanks for your time and I look forward to moving forward on our efforts to preserve the Wild Wasatch in its current state.</p> <p>Hello,</p>		3/6/2015
<p>I am a graduate of the University of Utah's Sustainable Tourism Management program, and a Utah native that was born and raised in the mountains you plan on developing. Naturally, I have been very curious about your board and projects. I have been reviewing your "Proposed Blueprint", "Vision, Goals, and Metrics", as well as your other proposals, scenarios, and alternatives found on your website.</p> <p>Let me first say, that I support your goal of lessening car traffic in Utah's Central Wasatch Mountains. So many times, I've driven up Little Cottonwood Canyon in the middle of a massive line of traffic; a chain of carbon emissions that is destroying the snow we look to enjoy. I think a visitor experience that does not require a car to enjoy the Wasatch is a vision locals and developers alike can get behind. However, the opinions of how to achieve that goal is obviously up for debate. Personally, I'm in favor of your "Option D" on your "Transportation Purposes and Alternatives", it being the minimalist development plan in a delicate watershed. However, if you do decide to drive forward with blasting through the Wasatch Mountains, consider this. Snowbird ski resort has monitored the water quality coming out of their mountains since the resorts founding. Since the canyon's history of mining, the water purity has continuously improved while Snowbird has been the leading steward in its mountains. This is an important legacy that The Mountain Accord should always seek to uphold with it's construction plans. In addition, Whistler Blackcomb has set the bar on minimizing construction impacts in mountain ecosystems with its 2006 Symphony Project. If you're not familiar with it, I suggest you look into this admirable example of minimizing construction impacts by putting the ecosystem first.</p> <p>One troubling aspect of your transportation plan is your obvious favoritism to developing solutions for tourists while the employees that truly drive the industry are forced to commute from areas like Kamas and the Heber Valley due to Park City's outlandish housing prices. Where is the consideration for the employees that are sweating to make your quarterly reports profitable and to generate the tax revenue that so many government entities rely on?</p> <p>The rest of your "Proposed Blueprint", and "Vision, Goals, and Metrics" is troubling to say the least. It seems your transportation blueprint is the only thing that is specific at all. The entire "Vision, Goals, and Metrics" is entirely lacking the critical "Objective" portion. You have the goals, but what specific objectives are you undertaking to achieve them? On all your documents, you use phrases like "additional protection of federal lands", but specifically what protections will you be able to add? Another goal is to reduce greenhouse gases and air pollutants, but how are you going to do this when tractors and backhoes are chugging up the Cottonwoods to blast a tunnel through the mountains? "Degree of impairment or improvement to watershed" could mean so many things when you don't provide specific objectives. It could be as benign as monitoring and controlling water contamination levels or as invasive as putting the cottonwood rivers into underground pipes. When you use this vague language to describe your environmental goals and metrics, without specific objectives, it gives your projects the freedom to treat the Wasatch Mountain ecosystem as you see fit, and this is dangerous. Compounding this, some of your metrics aren't quantifiably measurable either! My favorite example of this was in your "Recreation System Group" goals. When measuring the goal of "Preserve special, unique recreation areas and settings to maintain opportunities for solitude and naturalness", you put "Desirability of the proposed management strategy to preserve recreational values on public lands" How on earth do you measure desirability?! It seems to me, that your main goal is to increase access and business, but the environmental protection is just an afterthought that has not been given the same planning process and consideration. Until The Mountain Accord proposes a comprehensive and specific environmental strategy, I will refuse to support your project, and, even worse, I will fight it.</p> <p>The Mountain Accord and Vail Resorts have recently outlined very expensive projects to develop the Wasatch Mountains. In the face of increased climate change that is already affecting the ski tourism in the area, these improvements seem extremely short-sighted and misguided. Each year has been getting warmer than the next, a scientific fact, and now it rains in Park City in the middle of January and February. This is a phenomena that I have never witnessed in my 25 years living in the area, and the snow line seems only to be rising. NASA, EPA, NOAA, and others have put forth climate prediction models (links below) that make the same conclusion: that we are at a tipping point. If we take aggressive actions against greenhouse gas emissions, these effects will be minimal. However, if we continue our current path or take a modest approach, the temperature is set to rise exponentially into the latter half of the 21st century. Spending millions on projects to develop an industry that is currently deteriorating rather than spending that money on initiatives to minimize the forces causing that deterioration is short-sighted at best, and borderline insanity at worst. It seems to me that these funds could better be used to minimize greenhouse gas production locally while putting pressure on politicians nationally to reduce this pollution and save the Greatest Snow on Earth that we have all built our livelihoods around.</p>		3/6/2015
<p>Hello and thank you for considering my comments.</p> <p>I am a native Utahn with over 40 years of history recreating and working in our central Wasatch mountains. I appreciate the efforts of the Mountain Accord to get in front of the curve as it is painful to see how these precious resources are getting loved to death. In terms of the blueprint, I think the underlying purpose is inherently flawed by attempting to satisfy too many competing interests. I believe that will lend itself to an indefinable purpose and need statement for the EIS, it reads: "The purpose of Mountain Accord is to preserve the legacy of the central Wasatch through responsible stewardship of the natural resources, quality recreation experiences, a vibrant economy, and a modern, environmentally-sustainable transportation system." I for one, am skeptical that the term "vibrant economy" is appropriate. More importantly, the charter does not make mention of the Forest Service's public land management obligations that are a critical component to any path forward. I can appreciate the private land rights of the resorts and their dogged interests to continuously expand and grow, but I do not believe that those interests are compatible with the USFS' responsibilities. In particular, Alta's efforts to expand up Grizzly Gulch exceed the USFS' land management obligations to consider the cumulative effect of its decisions. Alta would not exist in its current form if it were not for the public land lease upon which it operates. Alta's push to overtake Grizzly Gulch and the Tuscorora area is unacceptable because it dramatically favors one interest over many others and is an irreversible commitment of USFS resources that primarily benefit a non-representative segment of the population. In addition, it will further increase watershed impacts and increase the risk, by whatever degree, of further impinging the water quality of the Salt Lake Valley. Even by implementing best management practices, the continuous expansion into our watershed's upper territory exposes all downstream users to the ill effects of an inadvertent spill of hazardous materials, or decreased water quality thru increased sedimentation and human waste, or any other host of potential outcomes. Therefore it is the cumulative impact of continuous expansion that is especially concerning. With that in mind, Snowbird should be commended for its willingness to 'give up' some of its interests for the general good and to reach a compromise to meet some of its other interests. Alta needs to adopt a similar approach.</p> <p>As far as addressing the transportation ills of Little Cottonwood, it is ludicrous to suggest a massive publicly-funded infrastructure project is within the charter or even remotely 'sustainable'. It may be 'modern' but similar to the term 'vibrant', an unnecessary descriptor. All alternatives need to be considered, including restricting access to personal vehicles. No single-driver vehicles should be allowed on high-traffic days and the resorts should be required to provide mass transit for their employees. After a certain vehicle count has been met, additional vehicles should not be allowed up the canyon. This would require Alta and Snowbird to publicly disclose the amount of legitimate parking they have available. The trade off may be that their base facilities cannot be expanded until they address these parking concerns, which is a common requirement of almost ever commercial facility seeking a building permit. In days when the avalanche hazard threatens the road, the current restrictions on access should continue and with less vehicles on the road, the results should be improved. In addition, the EIS needs to analyze the pollution generated by hundreds of idling cars adjacent to Little Cottonwood Creek when traffic comes to a standstill. I do not think a 'modern' transportation system needs to be prioritized before other alternatives, including a change in driving behavior, is considered. I certainly do not think that the public coffers should be tapped to serve the interests of so few, especially when other social issues remain unresolved and under-funded, such as public education and healthcare.</p> <p>Thank you for your efforts and consideration. I would like to be added to an email distribution list if possible. this is the second time I have made that request.</p>		3/7/2015
<p>You should do AS MUCH as you can to get people to drive less. The smog is really bad, a train up to big and little cottonwood canyon seems like a good idea.</p>		3/7/2015
<p>I ski at least 3-4 days a week at Alta. I try to avoid the weekends because it is so crowded in the canyon and it is hard to find parking places. I ski pretty much off-trail because I find the groomed runs to be too crowded and dangerous. Although I get a free pass at Snowbird, I won't even consider skiing there because of the out of control skis and boarders. Skiing in this canyon is already becoming an unpleasant experience, and I don't even want to imagine more people up these cottonwood canyons. Although a mass transit system would be a great idea rather than individual cars, it would allow for even more people up the canyons which I don't believe the environment can take without destroying the little wildness we have left.</p> <p>Snowbird has to shut down lifts during the week as it is because of lack of skiers...why put even more lifts and more hotels in these canyons.</p> <p>Enough is enough...let's try to save something. I am against any further building or development up the cottonwood canyons.</p>		3/7/2015

<p>Mountain Accord Comments</p> <p>My immediate reaction is to applaud Mountain Accord for their organization and initial efforts to address the issues dealing with the "Central Wasatch Mountains" and their blueprint for the future. In response to your request and my interest in the process, I offer my suggestions and comments.</p> <p>I strongly oppose the pursuit of "Ski Utah" and their pursuit of connecting the resorts. The sole purpose for such an undertaking is simply for "bragging rights" to say we are the largest connected ski areas in the US and all the money the ski industry will make is bogus; greed has never been a solution for progress. The practicality of such a connection makes no sense for skiers to take the time or the expense to travel from Snowbird to Park City via chair lifts or from the other way. It is not sensitive to the environment and is just another encroachment of the dwindling backcountry so dear to most of the Wasatch Front and Back community. If maximizing how much money the ski industry can make is the driving principle with any of the options being considered, it is wrong and against what I understand the purpose of Mountain Accord.</p> <p>Ultimately, the final blueprint must have an economic rational and one that may best be achieved in stages, step by step rather than all at once. Many I have talked with are skeptical when the question of finances are discussed or how it will be financed. I recognize the need for an ultimate solution, but how may that solution be reached is paramount. If a railroad or Trax is the agreed path, the least costly first step seems widening the road (3 lanes) with a reversible bus lane, up in the AM and down in the PM. Under any circumstance Little Cottonwood Canyon needs the road. Buses heading down after their drive up in the morning, use the regular down lane and like wise, buses going up in the PM, use the regular lanes. (Certainly, a more thoughtful traffic pattern can be developed).</p> <p>The development to widen the road could be engineered to accommodate a rail system in the future, unless a more favorable route follows the other side of the canyon. Snow sheds would be necessary for both bus and train. Under any circumstance, convincing the public to ride the bus or a train will require a significant effort, exactly how best to accomplish such a task, I leave to others more qualified. I simply know how difficult it is to get SLC skiers to ride the bus today! Of course the first step is to optimize the service.</p> <p>The beauty of the Utah skiing has been the individuality and culture of each resort. The trend seems to be, consolidation. I would do all you can to prevent it becoming one corporation. Again, connecting resorts in whatever manner seems a negative path forward. Possibly a tunnel between Little and Big Cottonwood Canyon's might allow a variation of traffic flow down and up, but improving the road in LCC might be the best and least disturbance to the environment. I'm particularly against the tunnel concept and it's disturbance to the mountain.</p> <p>Again, whatever the final solution, especially the transportation question, unless there is a specific strategy to attract riders or force in some manner skiers to ride public transportation, the final solution will be a waste. A road toll, expensive parking fee, or such, needs to be part if any solution. Presently, the UTA is used by only a handful of skiers, I know, I ride the bus most every day to Alta. Many who don't ride the bus say it's because their service is lousy, but my sense is we love our cars, so changing the skier's culture will be a challenge.</p> <p>Finally, to prevent the multitude of rumors and miss-information being floated around, more communication might be helpful. Most I discuss the issues with are skeptics. Again, it is all a most difficult process and compromise is key and the final agreement will face a difficult scrutiny, but a final solution is a necessity to save the Wasatch.</p>	<p>3/8/2015</p>
<p>My comments are specific to Little Cottonwood Canyon.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity? – I live in Denver and do most of my skiing at Alta. I do so for several reasons. The size and feel of the resort is perfect. The fact that the resort is based on skiing and not real estate is unique, unlike many places in Colorado. The fact that the canyon and the two resorts (Alta, Snowbird) have not changed over the decades is an experience that very few places in North America can offer. I think skiers do their research and ski where they feel comfortable in terrain and resort services. I think resort connectivity will diminish the experience for everyone. The advanced and technical skiers in the country know how special these two resorts are. If connectivity where to take place, I would exclude these two resorts. Little Cottonwood canyon is one of the most special places in North America.</li> <li>• Would you like to see improved, year-round public transportation? – I am only there in the winter so I am not familiar with the other 3 seasons.</li> <li>• Improved bus services? – I work for the Regional Transportation District in Denver and have used the UTA's service in Little Cottonwood Canyon. The service is great and all the Drivers I have spoken to have been extremely helpful and friendly. I cannot see where it needs improvement.</li> <li>• Mountain rail? – Increasing the capacity to these two resorts would dramatically change the experience.</li> <li>• No improvements at all? – Correct.....I would not change a thing.</li> </ul>	<p>3/8/2015</p>
<p>I have been visiting Alta nearly my whole life, and have lived and worked there. It has been my escape, my sanctuary, my playground, my home. I know many others feel this same way.</p> <p>Please consider alternatives to tunneling through the mountains. Explore protect this special place for all of us to enjoy.</p>	<p>3/8/2015</p>
<p>Regarding ski resort expansion: I would be willing to let the resorts expand base facilities in exchange for guaranteed protection of numerous recreational areas that they are continuously proposing to develop. I am opposed to development of Grizzly Gulch as I hike and ski there 4 seasons of the year.</p> <p>I understand that it is in the best interests of the ski resorts to want to constantly expand, get bigger, compete with other ski resorts nationally and abroad. Realistically, the climate of the Wasatch is changing and we have had less and less snow the last few years. Having lived here for 40 years, I bought an umbrella for the first time this winter because it has never rained in the city in the winter until last year (February) and this year – January and February, no snow in the city for two months, just a little rain. I think ski resort use will change over time due to climate change; also if only 70% of the local population downhill skis (surely in part due to economic reasons, who has \$100 to spend on a ticket?), we should cater more to local backcountry skiers and less to people who visit for a few days and don't live here year-round; I guess if I worked in the ski industry and had a lot to gain financially from expanding to compete with other resorts I would see the issue differently. But those of us who recreate as often as possible in the Wasatch are TIRED of this constant effort to expand, expand, expand and make more money, make more money, make more money, at the expense of the environment and those who want to see it preserved for future generations to recreate in.</p> <p>Regarding a train in Little Cottonwood Canyon: This is a bad idea, particularly regarding how construction of a train would negatively environmentally impact the canyon (too fragile for the Olympics but OK for a train?). To say that the construction or presence of a train would not impact the watershed is laughable. And, who would pay for this billion dollar project?</p> <p>I am in favor of maximizing bus use, instituting paid parking and canyon-user fees. In 50 years a train seems the only viable option it can be re-visited (a-la Zion Canyon National Park transportation). Maybe there will be better transportation options in the future. I think a train at this point in time is premature, too expensive, environmentally destructive, not necessary.</p> <p>Regarding connecting Big and Little Cottonwood canyons with a tunnel-- This is worse than just a bad idea! Why destroy pristine terrain so a few people can go between these Canyons? There is no need for that! This is just one of the worst ideas in the Blueprint. If a tunnel has to be in the mix, considering connecting Park City and Big Cottonwood Canyon would be a possibility but again, why do these areas have to be connected at all? So a few people can enjoy the fabulous night life in Park City and the fabulous skiing in Big Cottonwood in the same 24 hour period?</p> <p>I think the mindset that bigger is better, and that expansion at any environmental cost to local interests, is unfortunate, misguided, and driven by dollar signs. Most people who live here are fine with letting the ski areas remain independent of each other.</p> <p>Maintenance of the status quo regarding 4 season recreation for locals is more important than expansion at whatever cost so that more tourists might come here and spend money (if "they" want more tourists, do something to improve the liquor laws so that people don't have the perception that it is hard to get a drink in Utah!) Yes, there isn't much night life in the Cottonwood Canyons. So what?</p> <p>Regarding connecting the canyons with an improved trail system, that sounds like an interesting and good idea.</p> <p>As a Wasatch recreation enthusiast, I appreciate the attempts to preserve the beauty of the Wasatch for all of us. It's difficult for us to swallow some of these blatant attempts to "improve" on the present situation by further development so that a few people can make money off our precious wilderness. We know we have to compromise, everyone does...Thank you for your efforts.</p>	<p>3/8/2015</p>
<p>To All Concerned,</p> <p>I have spent hours going over the Mountain Accord (MA) website and reading almost all of the documents provided there. I also attended the public meeting held on February 24, 2015 in Park City. In addition to that I have read information on the websites of various members of MA, and had discussions with various members of the community. Based upon that, I have the following comments:</p> <p>1) The Mountain Accord process is not fully transparent to the general public. For example, none of the actual public comments collected are available to view on the MA website. Only "summaries" of comments are shown. What about all of the various meetings taking place within MA, are there audio recordings of such meetings? If not, why? If such recordings exist, are they easily available to the public? If not, why? 2) The presentation of the "Blueprint" to the public at the Park City meeting was full of ideas and concepts, but completely lacking any specific, definitive answers to almost all of the issues involved. There is no way for the public to make an informed decision on such "blueprint" without the facts, and yet that is exactly what MA is now asking. That raises doubts as to the legitimacy of the "blueprint" and the "public input" in the entire MA process. 3) It is obvious that MA is being driven by the ski resorts' and their political allies' desire to have public money pay the multi billion dollar cost of a light rail and tunnel system to interconnect all resorts in MA. This is to fulfill their longstanding desire to have an interconnect "wow" factor for marketing purposes and bragging rights, while also enriching politically connected landowners and politicians in the various communities through increased development and (hoped for) tourism activity. (Sandy becomes the "Gateway to Park City"? Vail Resorts buys out and becomes the owner monopoly of all of the resorts?) That is not legitimate because it only benefits a few individuals and corporate interests, all at the public expense. It also promotes more unwanted congestion and sprawl. Beyond that, are there any legitimate transportation problems, now or in the future, in need of a solution? I don't see one. The MA's own materials state that currently there are only a few days during the ski season that traffic congestion in LCC, BCC and PC are problematic. It's analogous to a traffic jam around a big public event – like a football game or concert. It is a temporary and infrequent problem. That does not justify any of the transportation "solutions" proposed. MA also relies heavily on future population projections for northern Utah to justify the "need" for these transportation "solutions". However MA states that only about 5% of all skier visits are from within the Utah population. Nationally the total number of people skiing/boarding has been stagnant/declining for the past 25 years. While MA relies on dubious future projections of population growth and user numbers to justify the need for these "solutions", it ignores the real impacts of climate change which will take place in that same future time projection, and which will likely result in the demise of the ski resort industry altogether, negating any need for the transportation "solutions". It is also important to acknowledge that the majority of the resort/hospitality/tourism industry jobs pay very low wages, which are not sufficient to live on. That cannot be considered much, if any, economic benefit to the state. 4) The one true critical issue the Wasatch faces today is climate change. In the same time periods the MA uses for its future projections, climate change will result in the devastating loss of the municipal watersheds for the MA communities. It will cause all kinds of destabilizing changes to the plant, animal and micro organism ecosystems of the mountains. The fragile ecosystems that exist today will become destabilized and extinct. The Wasatch could easily transform from lush, pristine, verdant alpine mountains filled with wildlife, to a dry, barren, lifeless Mars like mountain range. The negative consequences to the human population in northern Utah will be significant, widespread, and profoundly disruptive.</p> <p>5) The Wasatch needs protection and preservation NOW. Above all else. There should be no change in, or expansion of any existing uses. No new uses should be allowed. Total visitor numbers should be carefully monitored and controlled on a daily basis. If necessary, private vehicle use should be restricted, replaced by a shuttle system on existing roads, like the system used in Zion National Park. The entire range from I-80 to Provo Canyon should be managed as a national park or monument. It is our only hope for the future.</p>	<p>3/8/2015</p>
<p>Hello,</p> <p>I am an avid outdoor recreational user of the Wasatch Front. Though I don't live in Utah, I travel to the Wasatch at least a half dozen times a year to ski, hike, and bike. The following are my comments with regard to the proposed "blueprint".</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>• I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</li> <li>• Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>• Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>• Charging a per-vehicle fee – either via a daily fee or an annual pass – would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>• Current and future UDOT plans to add passing lanes on Hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• I fully support optimizing year-round bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>• A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>• Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>• The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>• The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally-sustainable"; they are intended to transport people from point to point. Since NO ONE – including trans engineers who have looked into this project – knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</li> <li>• At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>• I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>• I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</li> <li>• The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul>	<p>3/8/2015</p>

<p>Recreation</p> <ul style="list-style-type: none"> <li>I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill till the tram runs and then it becomes downhill).</li> <li>Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> <li>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</li> <li>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range –that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>I support enabling the ski resorts to utilize more water for snowmaking</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</li> <li>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>Overall I have found the "blueprint" (it should have been called a "proposal") to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submissions over the summer; it confirms to me that the Exec board was made up of a lot of important people who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.</p> <p>Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents/stakeholders' desires, if they are all willing to concede on some of their desires. <a href="#">3</a></p> <p>The international flow of skiers is primarily concentrated within Europe. The number of skiers using long haul flights to go skiing is rather limited. For instance, overseas skiers represented only 3.8% of total skier visits to U.S. ski resorts in 2012/13 (including Latin American visitors). Source: VanaT 2014.</p> <p>France and Austria are similar in terms of skier visits and numbers of ski lifts, both of which are similar to the United States. However, whilst Austria has about 254 resorts (199 with more than 4 lifts) and France has 325 resorts (with 233 of four or more lifts), the USA has 481 (with 254 of four or more lifts). The reason for this is that America has far fewer really mega resorts than Europe.</p> <p>According to VanaT's 2014 report, using figures over the previous five years, only 47 resorts worldwide averaged more than one million skier visits per annum. 41 of these were in Europe. Whistler-Blackcomb, Vail, Breckenridge, Mammoth, Copper Mountain and <a href="#">France</a></p> <p>This should be built to allow high density traffic, possibly two lines with a loop either end.</p> <p>The entire route, which would be about 4 to 5 miles in length should be in a tunnel and / or protected by avalanche sheds. Ideally it would be connected by underground pedestrian walkways from the main hotels / lodges in Snowbird and Alta. If it is done as a funicular, with passing places, the link needs to be fast to allow a high frequency service.</p> <p>One of the principal benefits of this would be to provide an alternative route into / out of Little Cottonwood Canyon when avalanche danger is high. The train could be used to move between canyons and then Big Cottonwood Canyon, which is seldom affected by avalanches, could be an alternative ground route by car, bus or shuttle to Salt Lake City and the Airport. Would such a rail connection be worth it? The Mountain Accord documentation postulates an extensive public or public/private transport network for the "One Wasatch" area. The problem is persuading people, particularly local people, to stop using their cars. If one considers countries with traffic free villages, the rail option has in some cases been in existence before cars were a prevalent means of transport. The Zermatt - Visp link in Switzerland is typical of many Swiss mountain railways, being over 100 years old. There was not a major issue persuading people to leave their cars, because they never got used to using them to this resort in the first place. But in the USA, there will be massive resistance. One way to try and persuade locals of the benefits of rail travel, is to offer it first, where people cannot currently use their cars – a new link between the eastern ends of Big Cottonwood and Little Cottonwood Canyons. Once local people begin to become more comfortable with mountain rail travel, it may be time to review whether the network can be extended to some of the other areas proposed by Mountain Accord. What form(s) of transport should be encouraged / discouraged in the Cottonwood Canyons?</p> <p>One unique feature of the Cottonwood Canyons is the density and size of population resident near the foot of the Canyons. This is very different to examples of high-altitude traffic-free villages in the European Alps where the main valleys are usually populated with smaller towns or other villages. Visp, lying below Zermatt, has a population of fewer than 10,000 and nearby Brig is about 13,000. Such settlements do not generate the intense local traffic flows experienced on winter weekends in American cities such as Salt Lake City and Denver. Innsbruck in Austria is an example of one of the largest cities in Europe set in a mountain environment, but even here the population is only 120,000, only a fraction of the Salt Lake conurbation. I am unsure what demand figures Mountain Accord is planning for. A rather elderly study from 2006 still partially available on the internet, appears to indicate that for the period 1993 – 2003, traffic flows on SR 210 were about 8,000 vehicles per day on February and March weekends. If this is still the case, I presume that it means over 10,000 people moving up and down Little Cottonwood Canyon on such days. One of the greatest challenges is that a very high proportion of more than 10,000 people want to go up the Canyon between 7.30 and 8.45 am on winter weekends and come down between 3.30 and 5.30 pm. This intensity of flows will be very difficult to cater for.</p>	<p>3/8/2015</p>
<p>The same strictures about the positioning of the base area and the top stations for a mountain railway apply as with a gondola.</p> <p>Congestions at the stations, particularly the lower terminus (applies to gondolas and railways) – and en route to the lower terminus.</p> <p>Although road congestion in the Canyons may appear to be the most severe problem, the road network to the base of Big and Little Cottonwood Canyons is not ideal to cater for high densities of early morning or late afternoon traffic. From Junction 6 of I-215 it is about 1.7 miles to the base of Big Cottonwood Canyon and 5.5 miles to the base of Little Cottonwood. The distance along SR 209 from Junction 295 on I-15 to the base of Little Cottonwood Canyon is about 7 miles.</p> <p>Any transport solution which relies on a large proportion of Canyon users driving to the foot of the Canyon and parking there, creates a "muddy gate" problem, where the approaches to the lower terminus become congested with private vehicles trying to reach the car park.</p> <p>Of course, one would like to think that most users could be persuaded to use public transport all the way from their homes to the slopes. In the American context, is this realistic?</p> <p>Why not test out buses first?</p> <p>Before investing in highly expensive gondola or rail options in Little Cottonwood Canyon, why not try a moderate improvement option?</p> <p>As an experiment, a partnership including Utah Transit Authority, UDOT, Snowbird and Alta, could seek authorisation to close SR 210 on one Saturday early in April 2016. Only property owners in the Canyon, essential service vehicles and possibly shuttle services for destination visitors arriving to stay in or leave Alta / Snowbird, would be allowed to use the road on this day.</p> <p>The two resorts should try to stimulate late ski season demand for that day by a major incentive such as a free or very low cost lift ticket. UTA should provide a free bus service. UTA would round up every bus they could spare for the periods 7.00 to 9.00 am and from 3.30 to 5.30 pm. The aim would be to try transporting more than 10,000 people up Little Cottonwood Canyon in under two hours at the start of the day and back down again at the end. This would need a lot of buses.</p> <p>The advantage is that there could be multiple starting points around Salt Lake and Sandy, reducing the "muddy gate" problem. 250 bus trips up the Canyon by road may not seem a very green alternative, but it is considerably greener than 8,000 cars.</p> <p>It does little to address the avalanche issue except insofar that the smaller number of vehicles on SR210 should be easier to manage. However, if this looks like a possible improvement, even in the medium term, it is easier and more flexible to buy more buses than to introduce light rail. Whilst light rail has a much greater carrying capacity in urban areas, the logistics of mountain travel for skiing and snowboarding are very different.</p> <p>Commuters using light rail in the City create peaks Monday to Friday about 50 weeks per year (n = 240 to 250 days annually).</p> <p>How many days is the traffic in Little Cottonwood Canyon really bursting?</p> <p>On how many days does the number of vehicles wanting to go up exceed 8,000 vehicles? 20 days? 30 days annually?</p> <p>What is the average daily traffic in Little Cottonwood Canyon? 6000 vehicles? 7,000 vehicles? These are still very high figures for a mountain road with considerable avalanche danger.</p> <p>The other issue with introducing a mountain rail or gondola solution into Little Cottonwood Canyon is displacement. Would this result in those who want to drive to a resort choosing Big Cottonwood instead? Understandably this will not be an acceptable outcome for Snowbird and Alta Resorts.</p>	<p>3/9/2015</p>
<p>The advantage of an enhanced bus option is that if it works for Little Cottonwood, it could, in time, be applied to Big Cottonwood as well.</p> <p>Mountain Rail in Parley's Canyon</p> <p>Despite what has been said above, I have more positive feelings about the potential to create a system to transport passengers from and to Salt Lake Airport to Park City by rail. A greater proportion of these would be destination visitors, using rail to transfer to their lodging, rather than locals. Destination visitors coming to Park City for several days are less sensitive to a journey taking an hour rather than half an hour than are local day visitors. For destination visitors on shorter breaks, time becomes more pressing. The arrival / departure of destination visitors is likely to be less subject to Saturday or Sunday time specific peaks than the travel needs of locals.</p> <p>I have not aimed to address all the issues considered by Mountain Accord; this response is more than long enough already.</p> <p>Hi.</p> <p>While I think there are a lot of proposed options that are extremely unnecessary, there are a few points that will be very beneficial to the area.</p> <p>Adding trains and tunnels is extremely unnecessary. It seems that they will be mostly tax payer funded and to me the people seeing most or all of the profit will be the ski resorts themselves. Added more buses and widening bus pullouts would be sufficient.</p> <p>Implementing chairlifts like in ONE Wasatch is a terrible idea also. We live in a world plagued with obesity and they want to greatly reduce the main active winter activity that we have to participate in here in Salt Lake. If people want to ski fresh powder or the areas not easily accessible, they need to get a touring set up or some snowshoes and get out there. Adding the chairlifts would also do a major disservice to a handful of companies, who are based in SLC, that are backcountry based. These companies employ a large amount of people and help bring people to our city. They set up or include major companies like Black Diamond and Voile, but smaller companies such as Wasatch Touring. Adding chairlifts will have a much larger economic effect than you might think.</p> <p>Also we already have a huge air pollution problem and cutting down trees for chairlifts is not the way to go. If anything we should be planting more trees!</p> <p>With these things said, I am very improving the trail network for mountain biking, as an avid biker trails are congested and are slowly starting to fall apart Building more trails is an amazing way to enjoy the Central Wasatch with minimal impact to the environment.</p> <p>Increasing public transit for year round access is also a great idea. But again this is where buses are a better idea. BCC seems to be the canyon with more summer use. Having buses allows for adjustment of public transit based on the need.</p> <p>I love living in SLC and I look forward to it's advancements. I just think that we need to keep high intensity activities alive to support our active culture and we also need to keep air quality in the forefront of all decisions. I believe there is a solution, it will just take a little bit to work out the kinks!</p> <p>Thanks for listening</p>	<p>3/9/2015</p>

<p>Mountain Accord,</p> <p>The following are my (shared) views on the proposal:</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</li> <li>Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</li> <li>The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> <li>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</li> <li>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range -that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>I support enabling the ski resorts to utilize more water for snowmaking</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> </ul>	<p>3/9/2015</p>
<p>Hello People,</p> <p>I have been very involved in the Mountain Accord process as a member of the Wasatch Backcountry Alliance. I'd like to go on record on behalf of myself and my family in regards to the Mountain Accord Blueprint in its current form...</p> <p>Transportation</p> <p>I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</p> <p>Providing copious parking near the mouths of the canyon would be a critical component of this.</p> <p>Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes. (adding lanes or installing a train)</p> <p>Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system.</p> <p>Incentivize ridership by making the bus fee free or only a nominal price.</p> <p>The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</p> <p>Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</p> <p>Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</p> <p>I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</p> <p>A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</p> <p>Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</p> <p>The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</p> <p>The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</p> <p>The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed; transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that as a user of the Central Wasatch would actually use and be willing to pay for?"</p> <p>At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</p> <p>I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</p> <p>I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</p> <p>The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</p> <p>Recreation</p> <p>I am in full support of creating a trails network in the upper reaches of the two canyons.</p> <p>The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared. (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill till the tram runs and then it becomes downhill).</p> <p>Any new road/transit construction must have improved road cycling facilities. (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</p> <p>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc</p> <p>I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</p> <p>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. 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To me this "oversight" of neglecting helicopter skiing in our tiny range -that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</p> <p>Economics</p> <ul style="list-style-type: none"> <li>I support enabling the ski resorts to utilize more water for snowmaking.</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. 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But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</p> <p>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area.</p> <p>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</p> <p>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</p> <p>Overall I have found the "blueprint" (it should have been called a "proposal") to NOT be reflective of the thousands of hours of work that people put into the system group meetings and sub meetings over the summer; it confirms to me that the Exec board was made up of a lot of important people who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups. Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires, IF they are all willing to concede on some of their desires.</p> <p>Thanks for hearing my input</p>	<p>3/9/2015</p>

<p>Why would Snowbird and Alta want to and be willing to degrade their brand with overcrowding from Summit County? The idea floated in the blueprint is that by having multiple access points dispersion would lessen the effect of overcrowding. Not when Little and Big Cottonwood get substantially more snow and Little Cottonwood has far superior ski terrain and scenic beauty.</p> <p>Another issue I have a hard time getting my arms around is that is suggested that blueprint calls for some give and take. Snowbird puts into the public domain its private land holdings from Mt. Superior to the end of the Emma Ridge as well as some land west of the resort in exchange for being able to expand over towards American Fork Canyon, get more water and be able to more fully develop their base area. Alta also gives up property to get property and water rights and development ability. What Does Brighton and Solitude give up? They are asking for expansion to their resorts and taxpayer paid improvements to bring more business to them in exchange for what?</p> <p>And the unspoken deal with Summit County is that they provide money and parking in exchange for access.</p> <p>I am in favor of county tax payer paid parking and bus service enhancements as well as snow sheds for public safety but link Big and Little and Big to Park City I am completely against. With a few small changes I endorse the "blawg" put out Tom Diegel of the Wasatch Back County Alliance dated on March 7th where he is referred to as T-Dawg.</p> <p>Oh, Grizzly Gulch should be included in the land exchange with Alta.</p>	
<p>Dear "Mountain Accord" I am an alpine skier. I strongly oppose your project. I see no evidence of effort to involve the public. The public has not been given enough information on which to form informed views. The title of your project is presumptuous. No "accord" can be said to exist at the beginning of a project. No where do you examine the benefit of potential ski area expansion on the best available terrain rather than on the basis of a Wasatch interconnect basin. I oppose the interconnect because this would occur at the expense of backcountry skiing. Without the interconnect, I strongly doubt that the public will be visiting the Wasatch in numbers sufficient to justify the light rail expansion proposed. Why do you refuse to relate transit potential riders with transportation investment dollars? Your effort so far does not inspire confidence. Sincerely, Thomas A. Linell</p>	3/10/2015
<p>Hello</p> <p>I wanted to provide my input of the Mountain Accord Blueprint. I have lived in Utah since 2002 and have seen a lot of changes and growth in that short time. I have resided in both Salt Lake City and in Park City so I feel I have a good understanding of the needs of both citizen groups. Transportation</p> <ul style="list-style-type: none"> <li>• I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on many winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</li> <li>• Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>• Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>• Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price. The current costs to ride the bus makes it more expensive than driving a car with 3 or more people.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>• Current and future UDOT plans to add passing lanes on Hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>• Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>• The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since no one - including transit engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. 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I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection. ☹️</li> </ul> <p>I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</p> <ul style="list-style-type: none"> <li>• I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>• I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>• I support enabling the ski resorts to utilize more water for snowmaking</li> <li>• I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>• I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>• I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>• I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> <li>• I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires, if they are all willing to concede on some of their desires.</li> </ul> <p>Thank you</p> <p>Here are my comments on the proposed blueprint:</p> <p>I definitely think something needs to be done about the traffic situation in Little Cottonwood Canyon, however I am opposed to a tunnel/train that continues on to Big Cottonwood Canyon or Park City. I support bus rapid transit or a train terminating at the top of Little Cottonwood Canyon, however I am skeptical that a train is a better option due to cost and environmental impact. I think the money would be better spent on snow sheds. My main concern with all of these options is parking near the mouth of the canyon. I think a lot could be accomplished by revamping UTA (making it year round, more affordable, running earlier/later/more often, with more express buses to Alta and stops at various trailheads) and charging skiers to park in the Little Cottonwood Canyon resort lots. There has to be some incentive for people to carpool or ride the bus and currently, the bus system is useless for many of us who work and recreate in Alta.</p> <p>I support year round bus rapid transit in Big Cottonwood Canyon and a shuttle system in Millcreek Canyon. Any road construction should include improving these canyons for road cycling.</p> <p>I support a train/light rail system connecting Salt Lake City/Airport with Park City/Wasatch Back.</p> <p>I support destination trails in the canyons.</p> <p>I support the permanent protection of the Emma Ridge/Superior ridgelines from development.</p> <p>I support increased water for snowmaking. 210 acres of ski area boundary expansions that include Hidden Canyon and lower Silver Fork, and 258 acres of base area development, however I question the need for 108 more units in the Alta base area.</p> <p>I am adamantly opposed to developing 416 acres in American Fork Canyon as part of the exchange for the land north of Alta being spared.</p> <p>Finally, I would like clarification on what "under consideration" means for Grizzly Gulch before Mountain Accord moves forward with the land exchange.</p> <p>I think the Blueprint is off to a good start...thanks for listening.</p>	3/10/2015
<p>It appears to me that this is yet another version of One Wasatch and is primarily resort driven. Rail lines from Park City to Alta, from Brighton to LCC? Expensive infrastructure dumping more people into the Cottonwoods. Alta wants 108 units at their base? This is a trade for their private land in Grizzly Gulch and the Emmas? Their entire resort is already on public land and they want more? More units means more people, more stress on the roads and watershed. Would they give up their snow cat operation in Grizzly? How about giving up Supreme? And Solitude wants to trade land in Guardsman Pass that is currently overrun by snowmobiles for 75 acres in lower Silver Fork. They say it is for a realignment of the Honey Comb lift. You don't need 75 acres to accomplish that. Sounds like a development scheme to me. Winter seems to be going away. Why this push for more development of the ski resorts? Let's not make the Wasatch like Europe, it is unique the way it is. What needs addressing is the worm up the canyons on powder days. Parking at the mouths of the canyons and a more efficient mass transit (as in buses that stop at trail heads and have dedicated lanes) would be very helpful. I have sat in the "worm" on the bus standing w/ my ski for over an hour going from Big to Little. No wonder no one wants to use it. If you park at the newly paved and downsized lot across from the Porcupine you have to hustle up to the bus lot w/ all your gear. Why doesn't the bus stop there?</p>	3/10/2015
<p>NO TRAINS NO EXTRA LANES UP LITTLE COTTONWOOD CA NY ON IF YOU MUST DO SOMETHING GET THE STATE TO STOP SPENDING \$\$\$ TO ENCOURAGE OUT OF STATE TOURISTS. TO COME HERE AND CLOG THE CANYONS</p>	3/10/2015
<p>The ski industry underestimated global warming and invested too much in the Park City area. Now that they realize that Park City itself will not have enough snow in the winter they want tunnels so that they can ship their tourists to Alta if necessary. This entire mountain accord plan still underestimates global warming, because you are assuming that the ski and other nature tourists will be able to fly in. Flying has such a large carbon footprint that in the future it will only be possible for the super-rich. But SLC is close enough to San Francisco that it can be reached by train, especially if there is a high speed train line. If you make such a big tourist infrastructure investment as the mountain accord, then you have to complement this by getting a high speed line (expensive) or at least an intercity and fast freight train line (cheap) from California to SLC. The future of both passenger transport and freight transport is on trains, and SLC has a geographic advantage. I hope someone is working on this.</p>	3/11/2015
<p>I have been trying to find any discussion of this, but unable to. With the proposed blueprint and shuttle system up Millcreek, what would be the proposed public access plan? What about dogs in the canyon? Could you please clarify, and if available, point me to mentions of this in the proposed plans. While I realized that watershed protection is important, there is also an aspect of life that has brought, and kept, many of us here. The ability to have a dog friendly canyon with adequate cooling/shade during the summer for dogs is critical to a way of life. With the rest of this project already focused on keeping the resorts and the industry happy, losing that aspect of lifestyle in a future plan would heavily incentivize me to take my life, my taxes, my professional talent and my tourism away from SLC. On a whole this plan also needs to address integration with sustainable transportation planning through the valley and accommodation to those of us WHO LIVE HERE. Otherwise you're just moving the bottle neck and the wealthy resorts will just keep pricing us out. This will soon become a (though I believe it has already) a money talks and the highest bidder develops situation to ruin already over-stressed precious piece of landscape and natural resource and shut out the locals, who build, support and sustain the greater SLC-Utah Valley industry. Contrary to popular belief, this is not just skiing. Please don't ruin our back yard, there are already too many eye sores and too much private development on public lands.</p>	3/11/2015
<p>To all who have worked hard on this project,</p> <p>I have just read through the proposal and find that what it contains is a realistic, insightful and practical look into the future of the Wasatch mountain community. I support this whole heartedly and will do all that I can to make my support known to others.</p> <p>Way to go!</p>	3/11/2015
<p>I generally agree with the proposed plans of Mountain Accord. However, I strongly disagree if the plans in any way leave open the possibility of further ski area expansion or lift expansion into Grizzly Gulch. Grizzly Gulch should be expressly excluded from any further development by Alta Ski area or any other resorts. For public land preservation, watershed concerns, visual pollution, and preservation of a uniquely accessible wild area, Grizzly Gulch should be protected and preserved. Grizzly Gulch is one of the most accessible wild areas left at the top of Little Cottonwood Canyon. A short hike, ski or snowshoe take one away from the sight of ski resorts and into a forested heaven. It is a place many of us had our first backcountry ski tours or snowshoeing adventures. Ski lift expansion in Grizzly Gulch would be a tragedy for not only that area but also for the area near Twin Lakes, Lake Catherine, Silver Fork, Days Fork, Cardiff Fork and other adjacent areas.</p>	3/11/2015
<p>If you improve the connector between Cottonwood Canyon and Park City you will have lots of traffic, construction trucks and traffic, and buses using that route. You need to consider having the road improved and widened so that road and mountain bikers can use the route without fear of being run over by trucks. Brown Canyon Road is a good example of a road that has marginal shoulder width for road bikers, given the volume of heavy truck traffic to the gravel pits. I'd like to see what specific plans are being considered for road biking. As a recreational sport it has really taken off in both Salt Lake and Park City, and it needs to be included in your plans.</p>	3/11/2015
<p>I support additional parking at the bases of the canyon with increased shuttles, as well as canyon entry/parking fees to discourage driving and encourage subsidized mass transit. 6. No tunnel/gondola is necessary between Little Cottonwood and Park City. This seems very expensive, and I believe the cost will outweigh the benefit (adding Park City people into LCC, which is already at capacity--to the extent that is a benefit). To the extent Summit County needs better access to the Salt Lake Canyons, adding rail from Park City to Salt Lake and along the bench to the mouths of the canyon would improve access for Summit County residents and visitors without compromising the mountains, and would also improve mass transit commuting, which hopefully would ease air pollution as well. No ski-link or gondola system should be added between Park City and BCC, or between BCC and LCC. See Comment No. 1 re resort expansion. I appreciate your consideration of these points and hope the revised Blueprint will incorporate my comments.</p>	3/11/2015
<p>LOL, get tourist to pay for road or train concepts- Utah Taxpayers will not</p>	3/11/2015

<p>Dear Mountain Accord,</p> <p>That was my reaction when I learned that the Executive Committee is taking seriously a proposal that would build a mass transit corridor through Little Cottonwood Canyon to Brighton, Park City and beyond. What more effective way is there to destroy the natural and watershed values of Little Cottonwood? Such a project would produce years of dirty and damaging construction in the Canyon, followed by interminable noisy train traffic in the canyon. And, by the way, do the commercial interests propose to pay the required billions for the proposed project? I'm sure that the answer is NO, they will expect the taxpayers to subsidize them. The same comment goes for a train in Big Cottonwood. And one sure way to reduce tourism is to destroy the natural beauty and solitude of these mountains.</p> <p>The current approach of the Committee seems to treat all the "interests" as if they should have equal footing. This is a mistake. Utah, as well as the rest of the Southwest is already experiencing drought, and the predictions of climate science are that the droughts to come (during this century) will be even worse. Plus the population of the valley is growing rapidly. Any sane and prudent person would realize that expanding commercial exploitation of the Wasatch is a very risky business. Watershed values should trump commercial development. You can't have it all.</p> <p>Hope this helps</p>	<p>3/11/2015</p>
<p>We feel that there is not enough information available for the public to make a decision. You have had public meetings, but no one can tell us exactly what you are planning to do. We feel that taking TRAX up 7200 south would effect fewer homes because the road is wider. The canyon is wider as well. But no one seems to want to commit to telling us what your plans really are. We really feel that it would be a negative effect on both canyons. It will detract from their beauty and is a poor use of funds that could be used elsewhere. There are other solutions that would make a huge difference and these issues are not even being addressed. We also feel that there should be citizens on your committee that are directly effected by this project - people who live in the mouth of the canyons or further up on the line above the corridor either on 9400 S. or 7200 South, not near the line in unaffiliated areas.</p> <p>The installation of these lifts and ski runs could be accomplished in one or two years with virtually immediate improvement to the environment. So often, when we drive visitors down Parleys and into the frequent inversions, they immediately comment on the smell and the ugly cloud hanging over the valley. The Salt Lake valley has enough automobile pollution without thousands of visitors from Park City adding to it every week of the ski season while driving to the Cottonwoods. Furthermore, the costs of installing the lifts and runs that would reduce pollution would be borne by private enterprise, i.e. the ski areas, not by government financing, which ultimately places the burden on homeowners and other taxpayers. Conversely, the transit connections proposed in the blueprint will cost billions of dollars and entail a decade or more of planning and construction. Ski lifts are the only type of non-auto transportation that could provide a significant near-term reduction in automobile pollution of the air and water. If and when the comprehensive rail and tunnel system advocated by the draft blueprint are put in place, there obviously would be a further significant reduction in automobile pollution particularly with respect to travelers to the Cottonwoods from the Salt Lake valley. But it does not seem environmentally responsible to fail to effect an easily attainable significant reduction in automobile pollution as soon as possible. While ski lifts can help to significantly reduce automobile pollution, I believe they could and should be sited and constructed in a manner that minimizes the impact on scenic ridge lines. This could be achieved in several ways and it seems to me that the blueprint ought to consider them. For example, a condition for the approval of any ski lifts could be that their tops be placed in a topographic location which does not have high visibility, or utilize a notch or tunnel in order to preclude scenic degradation. While this would increase the cost of installing a ski lift, the fact that various ski areas have used small tunnels to good effect indicates that cost alone might not preclude its installation. While I do advocate the over-the-snow inter-connections described in the One Wasatch concept, I believe a balanced approach to the protection of the central Wasatch requires that these connections be accomplished without the construction of any additional commercial or residential structures within the public and privately owned areas lying between the Park City and Cottonwood resorts. I recognize that some backcountry ski routes could be adversely affected by the ski lifts envisioned in the One Wasatch concept. Most days I myself carry a beacon, shovel and probe, and I have observed, for example, the marked increase in the number of backcountry skiers hiking up from the top of 9990 since that lift was installed at the Canyons. But, much as I wish I was the only one able to access most of my favorite backcountry runs, I think it is somewhat disingenuous to suggest that is a real environmental issue. Even if ski lifts were installed to connect the seven resorts mentioned in the Wasatch One concept, there would still be a large amount of backcountry terrain that could not be easily accessed. And, in the interests of fair balance, the blueprint ought to recognize that if and when a rail transit system connecting the Cottonwoods and Park City is installed, it will facilitate an even more widespread use of the backcountry over a far broader area than the several ski lifts that were suggested. I recognize that some backcountry skiers adamantly oppose any over-the-snow connection between the seven resorts, but I likewise know a number of avid backcountry skiers who, like myself, believe that those connections could enhance our opportunity to enjoy the mountains. We are not in favor of placing noisy vehicles up in the mountains, but to many of us the combination of sweat energy, gravity and ski lifts adds to, rather than detracts from, our enjoyment. In addition, from personal observation and many conversations, it is clear to me that the vast majority of resort-based skiers do not choose to go into the backcountry even where that opportunity is easily presented.</p> <p>There probably are some older or less fit folks who would be more inclined to go into the backcountry if they could ride back on a ski lift or a rail link, but I believe that would represent a relatively small percentage increase in the number of backcountry skiers. And I believe on balance that is a small price to pay for the many benefits which would accrue from the establishment of over-the-snow connections between the seven resorts. In summary, I believe the proposed blueprint gives too much weight to the views of one vocal segment of backcountry skiers, and vastly underweights the environmental, transportation, recreation and, most particularly, the attendant economic value of the One Wasatch concept. I recognize there appear to be some folks who wish the Wasatch could be reserved for local residents only and who don't have any desire to increase the area's attractiveness to visitors. But the facts are that the ski industry is essential to the livelihood of a great many local people, and that skiing is a major economic driver for this region. Therefore, in my opinion, a balanced blueprint ought to recognize the enormous value of establishing the central Wasatch as the single largest ski complex in North America. This would be an enormous marketing hook and provide a major competitive advantage against other world class ski venues such as Aspen, Vail/Beaver Creek, Lech/Zur/St. Anton, the Trois Vallees, and Whistler Blackcomb. Of course, the Wasatch has many competitive advantages including very warm and friendly people, great snow, a variety of challenging terrain, the wonderful and authentic Park City, and the convenience of a major international airport 30-45 minutes from so many ski areas, among others. But this is not a static field and other world class ski venues are continually trying to improve the experience for their visitors in order to attract and retain their patronage. By linking the seven resorts over the snow into a single 18,000 acre ski complex, the largest in North America, the Wasatch can create a marketing dynamo that others will struggle to match. Can the Aspen ski company link its four resorts over the snow? Can Vail link up with Beaver Creek over the snow? Longer term, those may be possible at great expense. But the central Wasatch can be linked over the snow in one or two years at minimal expense. What a recreation and economic opportunity to squander! An opportunity that carries with it the near term reduction of automobile pollution and no significant cost to taxpayers. Indeed, as the economy grows, the inflow of tax dollars from visitor will provide a substantial benefit to the state and the region. A balanced blueprint ought to embrace this opportunity. Rather, than doing so, the draft blueprint seems designed to forever deny the realization of these obvious economic, environmental, recreational and transportation benefits by placing land which is currently privately owned into a status of preservation under the guise of environmental protection. Indeed, one of the points that was emphasized in the One Wasatch announcement was that it could all be accomplished on private land. No surprise then that those who immediately opposed it sought to use "preservation" as a key blocking step. After further consideration, I sincerely hope that the Mountain Accord blueprint will recognize the many near and long term benefits of establishing over-the-snow links among the seven resorts Thank you for considering my comments.</p>	<p>3/11/2015</p>
<p>I am concerned that things like railways and tunnels will be very expensive and in order to generate enough revenue to make them feasible, significant development will be required; lodging, food, entertainment, supporting infrastructure... That development would be contrary to the nature of the canyons as they are currently appreciated and used by many. Park City, and Snowbird to a lesser extent, already offer that more "glitzy" option. Maintaining the more natural option is vital for multiple use. The land exchange footprints lend themselves to extensive development no matter what current "powers that be" may say. If it doesn't remain restricted now, there is no guarantee that it will not be developed in the future. The mountain has a carrying capacity for cars, sewer contributors, and recreationists. Most of the private lands proposed for swap are already protected by existing regulations or de facto. The proposed swaps do little to enhance that and risk opening the doors to significant impact.</p>	<p>3/11/2015</p>
<p>The land swap would increase the value of Alta Ski Lift Company dramatically and make them far more attractive to an acquirer like Vail Resorts substantially increasing the probability such a change of ownership would happen. An acquirer like Vail would not hesitate to develop the property as fully as possible as that is their business model. While I certainly cannot fault the Alta Lift Company for working to make the land swap a reality, I do not think it is appropriate for the Forest Service to trade away a low value steep pitched mountain slope asset for the developable land at the Alta Base. Nor do I think it appropriate for the Forest Service to, with a penstroke, irrevocably alter the Alta that the Alta Town Office, Friends of Alta, and thousands of friends, admirers and residents of Alta have fought for decades to protect. Note that the plan for the area includes building avalanche snow fences in all of the significant slide paths above town. This would likely eliminate the building restrictions currently in place due to the danger of these slide paths and open up the entire Alta base area to commercial development. There is a middle ground. Currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undevelopable parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped areas should remain public in order to insure access to the surrounding public lands for future generations. Please note that I count many of the management team at the ski lift company as friends and wish them no ill will. However I takes a broader constituency than a single company, ultimately ruled by the profit motive, to keep public access to public lands open and preserve the true value of Alta, Utah. Thank you for your thoughtful efforts on behalf of the town.</p>	<p>3/11/2015</p>
<p>No trains and No tunnels in our canyons</p>	<p>3/12/2015</p>
<p>To whom it may concern - I make a plea with you to pursue the land swaps as they are currently planned. The land swaps are detrimental for the following reasons: 1. Parking under the swap could be problematic for many patrons. Under the swap it is not unreasonable to think that parking in the future could be restricted or limited to fees for the surrounding public lands particularly in Alta. 2. The swap could lead to a private owner setting a back country fee for visitors. These lands should be public and one person should not have the right to profit from them. 3. The land would be opened up to significant development. The whole reason many go up there is to get away from the city and enjoy our beautiful state as it is. Even now when you go to Alta the parking lots are almost always full but the restaurant is not. People are there for the outdoor recreation. Development would significantly impact the current appeal. That is why we go there. 4. We want to continue to access back country in a convenient way. The land swap does not address this and the possibilities for alternative routes (paid lifts) could be the only access point in the future. I think there is a middle ground. In Alta particularly, it would make sense to trade the land under their buildings for the un-developed parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped areas should remain public in order to insure access to the surrounding public lands for future generations. I ask you to please take these things into consideration and look out for the people who love this great state and the mountains we currently enjoy as is. Please don't let just the big investors and special interests speak for us.</p>	<p>3/12/2015</p>
<p>I have looked at the proposed template for future access to the mountains in and around "Tri County Peak". This is where Summit, Wasatch and Salt Lake Counties meet (directly behind the Jupiter Chairlift). It would be best to avoid and discourage more and improved roadways through this area. (tunnels are a huge expense). The short term solution is simple. Build two High speed gondolas, one from the base of the Jupiter Chair to the circle in Brighton and one high speed gondola from the base of Mill through Grizzly Gulch to the Albion Basin side of Alta. This will accomplish several things. Its the beginning of a larger transportation system that can grow as needed. These lifts will act as the "interconnect" the resorts want to have while keeping the tourists out of the back country many of our locals want protected. These lifts will also control the logistics to having an interconnect by allowing the areas to control/coordinate openings and closures. For a relative cheap price and possibly all on private property the short term growth in these areas can be realized. Long term satellite parking with access to a year round transportation system (Funiculars?) would be needed to help keep the pristine nature and rugged beauty of our Wasatch Mountains. These transportation devices can be installed in all 3 counties spreading out like spokes in a wheel to provide safe clean and energy responsible transportation for future generations.</p>	<p>3/12/2015</p>
<p>I strongly support the protecting of the environment as main thrust of the accord. Protecting the watershed is of primary importance. Further development can only push further degradation. Climate change make the ski industry the last place to support growth. Beyond improved bus service, transportation expansion will just increase pressure on a finite resource.</p>	<p>3/12/2015</p>
<p>Greetings:</p> <p>I have practiced as a licensed transportation planning engineer and civil engineer for many years. I offer the following comments for consideration based on my education and experience.</p> <p>Those who benefit from any transportation system improvements in the canyons or to Park City should pay for the capital and operating costs.</p> <p>The typical user of these systems will have an income well above average.</p> <p>Transportation improvements are typically paid for by taxes on all people not just users. Accordingly, the high income users of any transportation system proposed by Mountain Accord will be subsidized by lower income people.</p> <p>The cost per trip if capital and operating costs are totaled is very high. The Bay Area Rapid Transit system (BART) twenty years ago cost over \$50 per passenger trip. A similar calculation for the current or any future UTA operation will likely show high public subsidy of upper income people.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> </ul>	<p>3/12/2015</p>
<p>It's unnecessary. And I say this as an urbanite who visits SL-2 times a year specifically to spend a week skiing, not a local NIMBY. I fly over Aspen and Big Sky to come here! Why? Because I can hit great skiing at a different resort each day with minimal planning! I'm not tied to a specific resort. If the mountains were a 2 hour drive from SL-2 this would make sense, but I don't see the need. It's a marketing gimmick. In 10 years I've never even bothered to do the Alta/Snowbird interconnect. I just hit one each day. You need to spend a day at a resort to enjoy it anyway.</p> <p>It seems liek it would cater to the wrong kind of skier... someone who is in a rush and wants to see it all in 2-3 days maybe? I don't want to ski with those people.</p>	<p>3/12/2015</p>
<p>If this were to go through Utah would lose some of what's special about it, adding to on piste congestion in my opinion, needlessly tearing up the land. I would consider skiing elsewhere in the future if this came to fruition. Right now you've got my captive attention not to mention the 10s to 100s of strangers I've convinced to skip Colorado and head to Utah!</p> <ul style="list-style-type: none"> <li>• improved bus services?</li> <li>• Mountain rail?</li> </ul> <p>I've never ridden the bus. With a small family and affordable rental rates it wasn't a need. I would consider it if I came out solo.</p> <p>Rail is intriguing as a prefer rail for commuting, and if rail was a way to get up to the resorts when the pass is closed, or in rough weather that starts to make more sense.</p> <ul style="list-style-type: none"> <li>• No improvements at all?</li> </ul> <p>I'm fine supporting this option. You've got something unique and special in the North American ski market. Don't fuck it up.</p> <p>The cost is too great and the benefits too small to place the burden on the taxpayers. I am not in favor of blasting tunnels in the mountains. The train next to a hiking trail is very invasive.</p>	<p>3/12/2015</p>



<p>A friend of mine wrote you and I am writing to echo his concerns as a homeowner and active user of public lands in the Salt Lake Valley. Summarily: Please protect access to nonmotorized flying sports ie Hanggliding, Paragliding, Speedflying, Speedriding, and BASE jumping. These sports are extremely low impact and are a vital part of the local culture.</p> <p>Thank you for your work</p> <p>My friend's comment is as follows...</p> <p>Obviously a lot of hard work and imagination went into the proposed blueprint. The residents of salt lake valley are fortunate to have such a collaborative effort in place. As the plan moves forward I would like to ask that the recreational opportunities of the free flying community be protected. I am a member of local organizations representing paragliders and hang gliders, speedfliers and speed riders, and basejumpers.</p> <p>As board members may be aware Utah is a world class destination for these sports and participants travel from around the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been noted as under consideration for enhanced protection.</p> <p>Flying sports in the wasatch can easily be documented to be a usual and customary use and have taken place for decades. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however we rely on access to multiple hillside and mountain tops to launch or jump and various areas in the canyon bottoms for intended or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace.</p> <p>However we feel a potential threat from the proposed mountain accord project. This is a shame because most of the projects goals and values are shared by members of our organizations. Many of us are also avid climbers backcountry skiers ultra runners and hikers. Some like myself are also property owners in the wasatch.</p> <p>Unfortunately almost all of the federal land managers controlling wilderness, national monument, and national park land have severely restricted or more often prohibited paragliders hang gliders and basejumpers. Generally we are lumped in with powered aircraft. Very often our pilots are aggressively harassed and commonly criminally prosecuted for both intentional and unintentional use of our public. This does not occur with land managers who administer national forest and BLM land.</p> <p>The wasatch is unique as our use of these lands will predate any change in designation and we expect to have continued access to our land.</p> <p>Our organizations would like a part of the discussion about land designation changes and to secure the right to continue our recreational use of our lands.</p> <p>I work, recreate, and own a homestead in the canyons. I moved to Utah years ago to enjoy the recreation and quality of life. I would appreciate the chance to discuss this facet of future proposals in greater detail with members of the executive committee.</p> <p>Thank you for all your hard work.</p>	<p>3/12/2015</p>
<p>Thank you for the opportunity to comment. I recognize this is a humongous endeavor. I also recognize the commendable interest to have an open dialogue with the community. Respectfully, I want to enounce the following questions:</p> <ol style="list-style-type: none"> <li>1) - Is there public access to the best available information for the different systems? I am especially interested in the environmental system.</li> <li>2) - Especially for the environmental system, on what basis, has it been deemed as sufficient to move forward to approve and implement the blueprint?</li> <li>3) - Is the best available information a valid criteria to make decisions, when data is nonexistent, especially for the environmental system?</li> <li>4) - Is the baseline document intended to be produced, based on such best available information?</li> <li>5) - What are, if so, the plans to fill critical information gaps, especially, on the environmental system? The blueprint is NOT to be approved before there are tangible opportunities to generate critical-data.</li> <li>6) - The proposed actions for the environmental systems are too vague. There is no clarity about how actions will be achieved. To me, this is information that the blueprint needs to provide. Currently, there are multiple initiatives to "monitor environmental health" as well as "protect and restore the environment". Much more detail is needed to answer the following simple questions: what, who, where, why, and how, as well as detailed indicators. But again, detailed indicators and priorities cannot be drawn from nonexistent data.</li> <li>7) - Watersheds have been impacted due to urbanization and other human causes. As recognized by the blueprint document, these are "harbors" for wildlife. I can only foresee more impacts to already impacted streams, especially with aggressive transportation solutions such as a train. Improvement of the current transportation options is the way to go. There is no need to create an additional problem and expense.</li> <li>8) - When the blueprint mentions "increased use" how much effort has been put to define how much change is acceptable?</li> <li>9) The fact that increased use equals increased revenue is a stale and simplistic argument. Everything cannot be seen in monetary signs simply because there are irreplaceable values, that no mitigation or money could recover</li> </ol> <p>-- What is understood by "increased use", and again, how much increased use is acceptable before it becomes an issue? There needs to be a balance between the different systems, and I currently do not see balance or containment for recreation areas. Rather, its proposed expansion. Some areas are not to be negotiated nor developed, regardless of how much the population grows. Recreation needs to be managed, and zoning plans need to be developed, if not enforced.</p> <p>Thank you for your attention.</p>	<p>3/13/2015</p>
<p>Well said Bob.</p> <p>Unfortunately I don't presently have sufficient time to organize my thoughts into a flowing letter. Rather, they may appear random at times but are no less sincere. I am a skier who lives in salt lake county and have skied at many Wasatch front resorts. Alta is and has been my primary resort for the past 40 years. During the past 4 decades salt lake county has likely grown over 500,000 people. The ski boundaries don't seem to have expanded dramatically except perhaps Snowbird. I enjoy a time share at the Iron Blossom lodge at Snowbird each May. I attempt to ski at Alta most Saturdays- pending reasonable or better conditions. I purchase gold cards from Alta for my children that wish to ski, and season passes for grandchildren that are of age. In other words I have hundreds of skier days in the cottonwood canyons myself and much more collectively with the family.</p> <p>I have many concerns about the mountain accord plans, especially after attending the meeting at skyline high school. From an email sent to Alta skiers, Mr. Onno Wieringa from Alta Ski Area hopes that the resort can still have high quality skiing at the conclusion of the project. To me those words read skepticism and doubt. And, as a local, dedicated skier over 4 decades I have much to be concerned about.</p> <p>As with many government backed or sponsored plans ideas become grandiose and elaborate and often forget about the people they are to serve. I get the distinct feeling the accord would love to place a train from sandy, Utah up little cottonwood as described. The cost of \$ billion, or more, dollars is mind boggling. I am not a conservationist or extremist by any means. However I do enjoy and utilize the great outdoors as much or more than most. I have also read and have been told that the accord would like to limit automobiles. You say it would improve air quality. Well, air quality spokespersons are always telling us to head to the mountains if we want to breath clean air. And they are right. The resorts have great air quality -due to the simple laws of physics and environmental biology You know that but are telling outright lies. The only questionable air quality up the canyons is spill over from the bad air of the valley.</p> <p>In addition the accord feels that those that elect to drive up the canyon should be the one's to help pay for the transit, whatever form is chosen. This is just like tax and front runner, and is consistent with governmental ideals. We the tax paying citizen gets squeezed from every direction. You are out of line here. Let's discuss transit systems. Currently we have buses which provide transportation opportunity for some that don't wish to drive the canyon Other ideas the accord has proposed include rapid transit buses, an oxymoron to me, as we all know the buses are under powered and are generally the cause of delays up the canyon. Articles previously published by UDOT state buses can move about half the volume of people up the canyon as do cars, and at a slower pace, and at greater cost to the skier. UDOT's report on trains up the canyon was even worse. The cost was much higher than buses, and hence cars, and much, much slower at moving people than buses, and hence cars. Aerial trams are the worst of all. Then, where do we come up with sufficient parking for all these commuters. Then what are the conveniences and the costs and the speed. If we are to follow the dollar, and I haven't yet, I certain we will find large contractors somewhere behind the scenes. The ski areas would like to see more customers. Well, there are very few completely full days at alta or snowbird each year. A client of mine from snowbird management was in the office today and said those days are generally around a holiday or a great ski day - in other words a large dump of powder. Those days will vary but seem to be generally 4 - 10 days per year. (That is full parking lots and full parking along the roads where permitted). So, billions of dollars for up to 10 full days per year. The rest of the time the current system works. Let's consider the advantages of cars over transit. It's cheaper. Skiing is expensive enough and a huge reason more locals don't ski is due to the high cost of the ski pass. We certainly don't need added expenses to go along with our rich man's sport. My friend from snowbird also told me that local skiers make up more than 33% of skiers at his resort, and I implied snowbird wants more locals and values the locals very much. I certainly believe this with the other cottonwood resorts. The automobile allows for total flexibility, is inexpensive, is a free storage locker for additional equipment, clothing and lunch. It's very hard to beat the automobile. In fact you can't. Transits don't offer the convenience of your time, your storage, speed of the commute, and cost effectiveness.</p> <p>I've been to Switzerland and France. Yes the train or tram offers a unique experience, but they are slow inconvenient and expensive. We DO HAVE COMPETITION IN THE SKI INDUSTRY. It's called COLORADO. If we don't keep it SIMPLE, FAST,CHEAP AND CONVENIENT, we may lose out to our neighbor. Don't penalize cars as a form of transit. The comment that the resorts want more skiers, as does any business, I believe we are maxed out hen we are presently full when considering lift lines and the high cost of the ski ticket. If we put more skiers the resorts at our current prices we will lose local skiers because we will be losing value. We the people actually want something for our dollars spent, and it's not long lines, crowded slopes, and inconvenient commutes. The time that transit substantially increases skier days must also be the time when resorts are allowed to substantially increase their boundaries so we the skiers can still receive value for our dollar spent.</p> <p>As you consider transit, we must also consider the surrounding lands. If we widen either cottonwood canyon we need to consider erosion of the hillsides. Look to Provo canyon as an example. Erosion has been the plague of that highway since it's construction. And what an eyesore compared to the little 2 lane road that was previously there. How will the watershed be affected with a wider road and extensions along and through the mountains to Brighton and then to Park City. We currently have rapid transit from south salt lake county to park city. It's the freeway. An accord representative told me that he participated in a "ski connect" experience. He stated that it was interesting but he was in transit much longer than he was skiing. We mused that it may be an experience for the bucket list - done once in a lifetime or once a year. His ski time was not skiing the best slopes or the finest powder our state is known for. It's simply a marketing tool or plot, just not that practical. Yes the population will increase. Young people today are less active, a fact we all know. Ski costs keep rising, above that of inflation and certainly faster than do our salaries. Will we really experience a much greater volume of skiers anytime soon? Is the mountain accord and city/county leaders looking beyond the mark. If we experience large growth in numbers, then we need to be talking boundary extensions to our resorts. That really does appear to be in the cards with your blueprint. And land swaps? Is the accord proposing to give resorts more developable land for lodging, housing or some other means of profit making. Then will the resorts increase parking and convenience to the customer, or will parking growth be limited thus forcing the hand of the public when it comes to transit. We know government does this. Look at parking for customers and employees at the university medical center and the huntsman center. It's ludicrous! And, executives are the ones with the convenient spots. We the people aren't fooled here. We may not have a vote but we're not fooled. Lastly, let's keep some of the charm of our canyons, and the beauty. I would love to ski mount superior and a chairlift would't really bother me. However I love the looks of the mountain and can support no growth there ( I do hike and occasionally AT ski but I appreciate avalanche control). At Alta we know the early bird DOES catch the worm, and, THERE ARE NO FRIENDS ON A POWDER DAY. Thank you. ☺</p>	<p>3/13/2015</p>
<p>At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-more people up the canyon to put only moderate additional use pressure on the canyons.</p> <ul style="list-style-type: none"> <li>- I am in support of a year-round bus shuttle system for Mill Creek Canyon, but allowing dogs in the bus would make them more used.</li> <li>- I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation. It would help immensely with the increasing traffic, accidents, and driving pollution associated with I-80.</li> <li>- The rationale provided for abandoning the Parley's rail transit - that was favored in the Transit system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul>	
<p>Recreation</p> <ul style="list-style-type: none"> <li>- I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>- The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill).</li> <li>- Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>- LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>- I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>- I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>- I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>- I could be supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>- I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>- I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>- I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range -that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission. Helicopter skiing needs to be restricted and not allowed to grow anymore.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>- I support enabling the ski resorts to utilize more water for snowmaking</li> <li>- I support adding potential land and altering zoning for additional development at the various resorts' bases. But the water rights need to be examined carefully and managed for future use and generations in light of climate change and prevent their acquisition by large developers.</li> <li>- I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>- I support enhanced moderate avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>- I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts corporations whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>- I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</li> <li>- I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>- I am in favor of a re-forestation effort on (particularly) the Emma ridge area</li> <li>- I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality. But the building of a train in LCC would likely have a bad environmental impact.</li> <li>- I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul>	

<p>I agree with everything said. They only thing I would add. Is by nature most people already car pool to go skiing. You generally see 2-4 people per vehicle. Unfortunately I don't presently have sufficient time to organize my thoughts into a flowing letter. Rather, they may appear random at times but are no less sincere. I am a skier who lives in salt lake county and have skied at many Wasatch front resorts. Alta is and has been my primary resort for the past 40 years. During the past 4 decades salt lake county has likely grown over 500,000 people. The ski boundaries don't seem to have expanded dramatically except perhaps Snowbird. I enjoy a time share at the Iron Blossom lodge at Snowbird each May. I attempt to ski at Alta most Saturdays- pending reasonable or better conditions. I purchase gold cards from Alta for my children that wish to ski, and season passes for grandchildren that are of age. In other words I have hundreds of ski days in the cottonwood canyons myself and much more collectively with the family. I have many concerns about the mountain accord plans, especially after attending the meeting at skyline high school. From an email sent to Alta skiers, Mr. Onno Wieringa from Alta Ski Area hopes that the resort can still have high quality skiing at the conclusion of the project. To me those words read skepticism and doubt. And, as a local, dedicated skier over 4 decades I have much to be concerned about. As with many government backed or sponsored plans ideas become grandiose and elaborate and often forget about the people they are to serve. I get the distinct feeling the accord would love to place a train from sandy, Utah up little cottonwood as described. The cost of 5 billion, or more, dollars is mind boggling. I am not a conservationist r extremist by any means. However I do enjoy and utilize the great outdoors as much or more than most. I have also read and have been told that the accord would like to limit automobiles. You say it would improve air quality. Well, air quality spokespersons are always telling us to head to the mountains if we want to breath clean air. And they are right. The resorts have great air quality - due to the simple laws of physics and environmental biology You know that but are telling outright lies. The only questionable air quality up the canyons is from the bad air of the valley. In addition the accord feels that those that elect to drive up the canyon should be the one's to help pay for the transit, whatever form is chosen. This is just like tax and front runner, and is consistent with governmental ideals. We the tax paying citizen gets squeezed from every direction. You are out of line here. Let's discuss transit systems. Currently we have buses which provide transportation opportunity for some that don't wish to drive the canyon Other ideas the accord has proposed include rapid transit buses, an oxymoron to me, as we all know the buses are under powered and are generally the cause of delays up the canyon. Articles previously published by UDOT state buses can move about half the volume of people up the canyon as do cars, and at a slower pace, and at a greater cost to the skier. UDOT's report on trains up the canyon was even worse. The cost was much higher than buses, and hence cars, and much, much slower at moving people than buses, and hence cars. Aerial trams are the worst of all. Then, where do we come up with sufficient parking for all these commuters. Then what are the conveniences and the costs and the speed. If we are to follow the dollar, and I haven't yet, I certain we will find large contractors somewhere behind the scenes. The ski areas would like to see more customers. Well, there are very few completely full days at alta or snowbird each year. A client of mine from snowbird management was in the office today and said those days are generally around a holiday or a great ski day - in other words a large dump of powder. Those days will vary but seem to be generally 4 - 10 days per year. (That is full parking lots and full parking along the roads where permitted). So, billions of dollars for up to 10 full days per year. The rest of the time the current system works. Let's consider the advantages of cars over transit. It's cheaper. Skiing is expensive enough and a huge reason more locals don't ski is due to the high cost of the ski pass. We certainly don't need added expense to go along with our rich man's sport. My friend from snowbird also told me that local skiers make up much more than 33% of skiers at his resort, and implied snowbird wants more locals and values the locals very much. I certainly believe this with the other cottonwood resorts. The automobile allows for total flexibility, is inexpensive, is a free storage locker for additional equipment, clothing and lunch. It's very hard to beat the automobile. In fact you can't.</p>	<p>3/13/2015</p>
<p>Transits don't offer the convenience of your time, your storage, speed of the commute, and cost effectiveness. I've been to Switzerland and France. Yes the train or tram offers a unique experience, but they are slow inconvenient and expensive. WE DO HAVE COMPETITION IN THE SKI INDUSTRY. If called COLORADO. If we don't keep it SIMPLE, FAST,CHEAP AND CONVENIENT, we may lose out to our neighbor. Don't penalize cars as a form of transit. The comment that the resorts want more skiers, as does any business, I believe we are maxed out hen we are presently full when considering lift lines and the high cost of the ski ticket. If we put more skiers at the resorts at our current prices we will lose local skiers because we will be losing value. WE the people actually want something for our dollars spent, and it's not long lines, crowded slopes, and inconvenient commutes. The time that transit substantially increases skier days must also be the time when resorts are allowed to substantially increase their boundaries so we the skiers can still receive value for our dollar spent. As you consider transit, we must also consider the surrounding lands. If we widen either cottonwood canyon we need to consider erosion of the hillsides. Look to Provo canyon as an example. Erosion has been the plague of that highway since it's construction. And what an eyesore compared to the little 2 lane road that was previously there. How will the watershed be affected with a wider road and extensions along and through the mountains to Brighton and then to Park City. We currently have rapid transit from south salt lake county to park city. It's the freeway. An accord representative told me that he participated in a "ski connect" experience. He stated that it was interesting but he was in transit much longer than he was skiing. We mused that it may be an experience for the bucket list - done once in a lifetime or once a year. His ski time was not skiing the best slopes or the finest powder our state is known for. It's simply a marketing tool or plot, just not that practical. Yes the population will increase. Young people today are less active, a fact we all know. Ski costs keep rising, above that of inflation and certainly faster than do our salaries. Will we really experience a much greater volume of skiers anytime soon? Is the mountain accord and city/county leaders looking beyond the mark. If we do experience large growth in numbers, then we need to be talking boundary extensions to our resorts. That really does appear to be in the cards with your blueprint. And land swaps? Is the accord proposing to give resorts more developable land for lodging, housing or some other means of profit making. Then will the resorts increase parking and convenience to the customer, or will parking growth be limited thus forcing the hand of the public when it comes to transit. We know government does this. Look at parking for customers and employees at the university medical center and the huntzman center. And, executives are the ones with the convenient spots. We the people aren't fooled here. We may not have a vote but we're not fooled. Lastly, let's keep some of the charm of our canyons, and the beauty. I would love to ski mount superior and a chairlift wouldn't really bother me. However I love the looks of the mountain and can support no growth there ( I do hike and occasionally AT ski but I appreciate avalanche control). At Alta we know the early bird DOES catch the worm, and, THERE ARE NO FRIENDS ON A POWDER DAY. Thank you.</p>	<p>3/13/2015</p>
<p>I am not in favor of wasting huge sums of money to further exploit our canyons. Skiing is too expensive and that is the number one reason it is declining. Utah's weather has produced less than optimum ski conditions at park city, deervalley and canyons. That trend is going to continue. Getting to the resorts is super easy as it is now. Parking is rarely an issue. Buses work great.</p>	<p>3/13/2015</p>
<p>I am ok with the connecting as long as Alta remains skiers only</p>	<p>3/13/2015</p>
<p>Waist of money....</p>	<p>3/13/2015</p>
<p>What do you think about resort connectivity?</p> <p>I fully support and encourage resorts connectivity. This will make traffic lessened and improve our economy through viable competition for tourist money.</p> <p>Would you like to see improved, year-round public transportation?</p> <p>I would like to see a train up Little Cottonwood canyon.</p>	<p>3/13/2015</p>
<p>It's an interesting concept to combine the resorts, but I feel it's directed toward outside tourism. However, as a local skier that also supports this industry, I feel like the price continues to rise to the point that the locals are being pushed out. I'd like to see that concern directed rather than always trying to make these special mountains known as unique and elite. Locals don't want our resorts to compete with Val - the wealthy can have it. Let us keep our local flavor and the prices down. What about a locals discount - at a much higher discount than the few dollars currently offered for those with proof of a local zip code? That's something I'd love to explore!</p>	<p>3/13/2015</p>
<p><del>Thank you for asking me the opportunity to comment on our ski industry. I hope it's helpful.</del></p> <p>I generally support it - but am concerned about the environmental impact. How will it affect water for the region? Yes, better busses will help.</p>	<p>3/13/2015</p>
<p>I see no harm in interconnecting the Wasatch ski areas. It might cut down on vehicle traffic. It would also be a good idea to have another way out of Big and Little Cottonwood canyons. Interconnect could help with this as well.</p>	<p>3/13/2015</p>
<p>I think the programs detailed underneath One Wasatch, makes perfect sense. My add'l comments are below.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity? KO - great idea - will emulate what is done at European resorts where you can go country hopping by ski lift, gondola or ski runs</li> <li>• Would you like to see improved, year-round public transportation? KO - yes, assuming what being suggested has no environmental impact</li> <li>• Improved bus services? KO - see above</li> <li>• Mountain rail? KO - see above</li> <li>• No improvements at all? KO - not in agreement, opening this up will attract more visitors and most importantly provide a great regional experience. I.e. " come taste all that the Wasatch mountains have to offer on 1 lift ticket and never have to get in your car</li> </ul>	<p>3/13/2015</p>
<p>As an avid skier who has skied all 7 of the Park City and Little/Big Cottonwood Canyon resorts over the last 10 years, I appreciate the uniqueness of each and would vastly prefer for nothing to change at all in terms of how skiers and boarders get to the mountains and get between them. I have a few reasons:</p> <ol style="list-style-type: none"> <li>1. Backcountry access. While I've never done it, it's currently possible to get between these 7 resorts skiing the backcountry with a guide. To me this is a truly surreal experience that cannot be matched by building lifts or rail lines. So, people can currently get between these mountains by car, or if they please, by skiing or boarding the route in the backcountry. Let's preserve that backcountry experience and not build additional lifts or rails lines.</li> <li>2. Currently, BCC and LCC attract a very different crowd than the PC resorts. While locals ski all 7 probably, folks that come into town ski very specific mountains for varying reasons. True expert skiers often go to the Bird and Alta. Powder skiers also prefer LCC and BCC. By connecting all the resorts, the uniqueness of each is somewhat ruined. Folks that may want the amenities and comforts at Deer Valley won't find those same amenities at Alta or Snowbird. The danger of someone being on a mountain where they don't know where they are and/or can't handle the difficulty of the mountain isn't ideal for beginners, intermediates or experts.</li> <li>3. Natural and wilderness preservation. Even though proposed plans plan on trying to protect "more" land, they are still going to disrupt the entire ecosystem to build lifts and other modes of transit. Just because more land will be preserved than used doesn't make this ok. We need to look at the wilderness and natural benefits of the areas we are proposing to disrupt. I'd prefer to not disturb that.</li> <li>4. Going to these mountains is all part of the journey, going up the LCC or BCC road in a bus or a car is an amazing experience. It's a gorgeous drive. While there are dangers on these roads with avalanches, the crew in Utah handles those quite well, and I think this existing mode of transit is just fine. I would prefer more bus routes and some "express" bus routes that stop in fewer locations.</li> <li>5. I understand the financial opportunity that connecting all these mountains would offer. And I understand that is hard to pass up. Along with the uniqueness of making such a large connection of mountains, Europe-style. But part of what attracts me to Utah is all the different mountains and cultures I get by going to different mountains. Connecting them all makes it seem like some giant theme park.</li> <li>6. With that said, if there has to be something built (there doesn't), I'd prefer that one lift is built - connecting Deer Valley and Brighton. That would allow for some level of connection that doesn't disturb as much wildlife and is a natural connection since you can see Deer Valley lifts from Brighton. Building additional modes of transit to Little Cottonwood Canyon is ill advised and I'd strongly argue against it.</li> </ol>	<p>3/13/2015</p>
<p>No thank you. Bigger is no necessarily better. Each resort caters to a certain client. Let it stay that way.</p>	<p>3/13/2015</p>
<p>Just leave it the way it is. Why is everyone insistent on messing with a good thing. Only a few will profit and make money off the rest and ruin what many people enjoy currently.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity? Sounds absolutely brilliant! I've been an annual visitor for 10 years, can't wait!</li> <li>• Would you like to see improved, year-round public transportation? Sure, can't hurt</li> <li>• Improved bus services? Doesn't apply to me, I usually drive</li> <li>• Mountain rail? 100%</li> <li>• No improvements at all? No, improve everything! make Utah the place that everyone wants to visit in the winter!</li> </ul>	<p>3/13/2015</p>
<p>First off, I'm an eastern skier, only having visited Park City and Deer Valley once each. That being said, I'm an avid skier with an equally passionate mountain sports family and someday intend to live in the Utah area, or at the very least visit often as a tourist. I think the value and convenience One Wasatch offers will be unparalleled. As skiing grows more expensive each year—and each year more activities and technology are fighting for consumer dollars—a move like this makes a whole lot of sense. From a tourism viewpoint, resort connectivity would be top priority for me and I'm sure many others. I'm not familiar enough with the transportation situation so I won't comment on that.</p> <p>Best of luck in your research and development.</p>	<p>3/13/2015</p>
<p>Though the developments may improve accessibility with "sustainable transportation", the fact remains that developments and expansions involve human impact on the environment. I hate to see more people coming into the areas, selfish as it may be, but that will happen no matter what. Keep the separation of the areas, no interconnect, no more vehicular traffic or buses (which means more human impact). Protect the watershed and wildlife by reducing human involvement and encroachment on the area. Limit rather than expand how many people and their wants impact the Wasatch. That will keep this area special.</p>	<p>3/13/2015</p>
<p>In an effort to reduce traffic up the canyons (LCC, BCC), the Mountain Accord should consider promoting access to the resorts from American Fork Canyon (via Snowbird through Mineral Basin). This would reduce traffic by roughly a third (as about a third of the Wasatch Front lives in Utah County), and it's the fastest growing area in the SLC metro area. The environmental impact to build parking/lift access would be small as Mineral Basin is only a few miles from the current road at Tibble Fork reservoir.</p>	<p>3/13/2015</p>
<p>The concept of one Wasatch sounds really cool. But as a lover of Brighton and solitude, one Wasatch will kill those areas. They will be trampled by Tourists. And their mountain prices will surely be impacted. Please keep the interconnect as just a backcountry tour and not a lift serviced concept.</p>	<p>3/13/2015</p>
<p>As a local skier, I would love to see the resorts connected. It makes no sense to have them kept as islands and driving 45-60 minutes to get from resort to resort increases our traffic, inversion, and road injuries/fatalities. In my mind, improved access is a good thing and helps the entire community.</p> <p>Yes, connectivity is the key. It is essential for consumers to have as easy as possible access to all Utah resorts that are grouped in close proximity. The world wide draw would be intense because it would be a one in a lifetime opportunity to ski and see so many mountains and would allow people to come back and back because each experience could be customized and unique because of easy access to different areas. Often now people go to a ski area one time and check it off their list but there would be no way to experience the entire area and would need return trips. The start and end and unique experience would be a huge draw</p>	<p>3/13/2015</p>
<p>No connectivity</p> <p>Improved transport between resorts.</p> <p>Multi resort tickets with transportation option.</p>	<p>3/13/2015</p>

<p>I am in favor of the plan to link the areas economic hubs.</p> <p>It's never cheaper to do it later. As more land is developed it becomes more expensive. Eventually there will be no option but to expand our transportation options. Why kick the can down the road when it will be more expensive.</p> <p>Any options chosen though must respect our fragile environment and make things better for man and the earth alike.</p> <p>Good oversight is also needed so the process is not corrupted by unscrupulous developers and politicians.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> <li>• - I pay a higher price for my experience at a different resort. There are passes that allow me to visit other resorts, should I choose. I choose not too, because the other resorts are too crowded and have poor layouts for parking and lift accessibility.</li> <li>• Would you like to see improved, year-round public transportation?</li> <li>• - A definite yes. Having had to commute to PC from downtown SLC was a challenge; there were only 2 buses scheduled weekday mornings. Improving year-round public transportation should help alleviate the environmental impact of vehicles on the road.</li> <li>• Improved bus services?</li> <li>• - See above comment</li> <li>• Mountain rail?</li> <li>• -This would be great!</li> <li>• No improvements at all?</li> <li>• - Disagree.</li> </ul> <p>I am in favor of the plan to link the areas economic hubs.</p> <p>It's never cheaper to do it later. As more land is developed it becomes more expensive. Eventually there will be no option but to expand our transportation options. Why kick the can down the road when it will be more expensive.</p> <p>Any options chosen though must respect our fragile environment and make things better for man and the earth alike.</p> <p>Good oversight is also needed so the process is not corrupted by unscrupulous developers and politicians.</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity? - This is a GREAT idea.</li> <li>• Would you like to see improved, year-round public transportation? Improved yes but it must be seasonal as well. Meaning if it is really needed in the winter time and slightly only needed in the summer then the amount of improvements needed should be commensurate.</li> <li>• Improved bus services? A good functioning bus system is a must.</li> <li>• Mountain rail? From the airport to the top three big economic hubs is a good idea.</li> </ul> <p>Thanks</p>		<p>3/13/2015</p> <p>3/13/2015</p> <p>3/13/2015</p>
<p>I am not fond of resort connectivity. But I see the need to plan for sustainable growth. It would be nice to have improved year-round public transportation to the resorts. Annette Knight</p> <p>Great place, no improvements needed keep up the good work ! I am fully supportive of resort connectivity, particularly the One Wasatch concept.</p> <p>Fully support improved, year round public transportation. I would certainly use a light rail system or something similar to access little cottonwood.</p> <p><del>I think the proposed concept is excellent and very much in line with the spirit of public recreational use of these areas. ☺</del></p> <p>I am in favor of resort connectivity.</p> <p>I am in favor of improved, year-round public transport and bus services. We must protect the air. Public transport should be via electric vehicles.</p> <p>Mountain rail is a good idea.</p> <p>I am in favor of smart improvements that will benefit skiers, put Utah at the top of the US skiing map, and that are wisely produced and managed.</p> <p>As a regular but infrequent (annual) Utah skier I think the intermountain connectivity and increased public transportation looks fantastic. New linking trails would be great for their length and views (I love being in the mountains) but would also make it easier to stay where you want and ski everywhere you want. I'm imagining multi mountain passes and more competitive hotel rates too. Plus, I don't think I'll need a rental car.</p> <p>I really do love being IN the mountains and I think it is equally important to preserve the undeveloped lands while allowing skiers to enjoy them. These plans seem to do that. Congratulations on a great plan, I hope it becomes reality.</p>		<p>3/13/2015</p> <p>3/13/2015</p> <p>3/13/2015</p> <p>3/13/2015</p> <p>3/13/2015</p>
<p>By far the worst customer service I've ever encountered. Park city needs to get it together. I will never return here and continue my travels to colorado where they know how to smile and treat their valued customers.</p> <p>Great idea. Each day can be an adventure.</p> <p>Makes all areas more valuable</p> <p>Great getting the Bird available from Park City</p> <p>Time to solve weather problems with some type of rail system.</p>		<p>3/13/2015</p> <p>3/13/2015</p> <p>3/13/2015</p>
<p>Being an avid skier and local resident, I am excited about the proposal to connect the resorts.</p> <p>I recently had a friend come to town and stay at Park City Mountain Resort. I currently have the Big Cottonwood season pass and invited him to meet me over at Brighton for some night skiing. Turned out there are very limited public transportation options between Park City and Brighton. Buses between PC and SLC only run early in the morning or after 5 pm. By the time he would of arrived at Brighton by taking these later buses it simply was not worth the money or effort to do so. So in the end we did not meet up. I'm certain this scenario plays out more than you would think. Connecting the resorts will have many benefits and will open up new terrain for all skiers, lets get it done!</p>		<p>3/13/2015</p> <p>3/13/2015</p>
<p>I think this is a great idea. The FAQ's show that it would be used by many people as long as it doesn't price out the regular guy.</p> <p>I love the environment but I have always felt this doesn't hurt the environment that much anyway.</p> <p>We are killing the environment with our lack of air pollution, oil and energy controls. These people just have deeper pockets and want money. It always boils down to money, greed, control and power.</p> <p>This is good for the economy and the recreation industry. The benefit analysis and price/value proves it would benefit the entire Wasatch Front with minimal affects.</p> <p>Thanks</p>		<p>3/13/2015</p>
<p>I don't think intermountain connectivity is needed.</p> <p>I do think improved canyon transportation is needed.</p> <p>I don't know whether bus service or rail service is the answer.</p>		<p>3/13/2015</p>
<p>PLEASE do NOT connect the resorts. The ONE WASATCH proposed project is not good for Utah in my very humble opinion. I believe it will cause damage and harm to the "back county" areas it is mapped out to be on and that building these connections will actually close off many areas that are open to the public to hike on during the winter months. This is a prime example of more state land being taken over by private corporations.</p> <p>I get it, creating this connection system will bring in more money and when a developer and all those involved see dollar signs they get excited. That makes sense to me, I'm an American and I love capitalism. But what I don't understand is why we would do this when taking the whole picture into account. This sounds great on paper... and you can say that by 2050 the local population will more than double... that's all good and well, but it does not however take into account the long term damage that thousands of skiers will do to the areas that would then be easily accessible to the masses. Again, I get it, I know that greed is a powerful emotion. I would only hope that other faculties and emotions of those "in charge" would win out, such as: logic, environmentalism, seeing the big picture, having a long-view in mind, anti-greed and listening to those of us that actually live here. I am certainly no hippy, I am actually a conservative Republican, I just think this particular plan is terrible for Utah and I certainly don't want to see it covering the back country.</p> <p>We do not want this development to move forward. Please listen.</p>		<p>3/13/2015</p>
<p>I find the ski resorts to have very little negative ecological impact on the areas where they are built.</p> <p>As such I would encourage and support Resort connectivity by ski lift. Mountain Rail.</p> <p>I feel the latter is a better long term solution than additional busses.</p>		<p>3/13/2015</p>
<p>I think this connectivity is a very good idea and I believe this can be done on a fiscally and environmentally sound basis. The number one priority listed below would be #2, the improved bus service; mitigates urban issues downsides as the project develops.</p> <ul style="list-style-type: none"> <li>• I would like to see improved, year-round public transportation.</li> <li>• Improved bus services.</li> <li>• Mountain rail.</li> </ul> <p>Resort connectivity is a great idea, and would be unique to Utah and its resorts. Public transportation is important and improvements would be welcome, but rail would not only be very expensive, rail would disrupt the ecology of the resort area.</p>		<p>3/13/2015</p>
<p>I'm not in favor of these proposals. I enjoy the uniqueness of each resort and know this is going to raise prices so I will not be able to take my whole family skiing anymore. The price of skiing is becoming to price prohibitive. You need to find ways to make it the affordable family sport.</p> <p>Thanks</p> <p>30 year vacationer in Utah. ☺</p>		<p>3/13/2015</p>
<p>My comment is the desire to have information about the impact on the environment, etc. with and without the plan to compare scenarios. The public needs to know ahead of time, with information provided by an uninvolved 3rd party of the consequences of such a plan.</p> <p>If such information is already available I would like to know where to find it.</p>		<p>3/13/2015</p>
<ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> </ul> <p>I love the whole concept of ONE Wasatch as it will provide an unmatched guest experience and could greatly reduce vehicular traffic between the resorts, especially from PC to the Cottonwoods. So many guests take one trip over there during their vacations. The ability to ski between puts us on par with Europe.</p> <ul style="list-style-type: none"> <li>• Would you like to see improved, year-round public transportation?</li> </ul> <p>At this point, Winter transportation is the key. Year round is probably not realistic.</p> <ul style="list-style-type: none"> <li>• Improved bus services? Yes, especially between resorts.</li> <li>• -</li> <li>• Mountain rail? This would be a very unique transportation connection but I don't see how it could be funded. If we can make the buses hip and popular (programmatic changes) then that is probably the best alternative</li> </ul>		<p>3/13/2015</p>

Resort connectivity would be great and would cut down on transportation needs. I'd also like to see light rail go up big cottonwood canyon and go all the way to park city.		3/13/2015
I would like to express my whole hearted support for the mountain accord process. It is an exercise that I feel is long overdue. We humans are often resistant to change, but change we must. We simply can't continue doing what we are doing now. It is not sustainable. Mass transit of some kind has to happen. Little cottonwood canyon highway with the congestion and avalanche problems is a disaster waiting to happen. For our safety, our environment and our economic viability we must think progressively. I realize that the devil is in the details, but we haven't gotten to that point yet. There will be plenty of time to argue over specific details. Right now we should all give our support to the ongoing process of solving present and future problems. Thanks for your hard work.		3/13/2015
To whom it may concern, I've been coming to Utah to ski - every year without exception - since 1981. I've spent most of my time at Snowbird and Alta. I'm in favor of the manner in which Snowbird and Alta have made improvements over the years. They have respected the natural environment, and each area has remained almost exactly the way it was over 30 years ago. I am in favor of the plan to connect the 7 ski resorts, so long as it's done in the same way Snowbird and Alta have done their improvements.  The blue print and its stakeholders/representatives need to take a step back and examine the big picture. Robert Manning has created land management techniques that have been utilized and tested for over 30 years and have been adopted by many Forest Service Agencies across the country. Choosing an overarching management strategy can help to align all four of the areas that the Mountain Accord is proposing to be supporting. All of the goals that are listed under each of these four areas are independently wonderful, BUT they are unfortunately too lofty, unachievable, and conflicting. An example of this is under the environment goals and is to, "protect and restore the environment." If I read this goal on its own I would consider it to be an excellent goal, but when I look at it in the context of the Wasatch Front it is a statement that cannot be backed up or achieved with all other areas of the proposal moving forward. This to me means that each area is trying to say what people want to hear but they don't have a path to get there, nor have they done any research into understanding what it would mean to restore the environment. Impacted areas, especially those as popular as Little and Big Cottonwood Canyons, experience the majority of impact within the first season of use. After this initial impact, the impacts increase but at a much slower rate. Regeneration may occur slightly in seasons when use is limited, but this is an even shorter season in these canyons because of the ski resort and backcountry use that occurs. So, without a significant reduction of visitors to the canyon or a multiple year shut down of these canyons, regeneration is impossible. I would urge the Mountain Accord to do some research, enlist unattached experts, or allow some students to assist them in the understanding of management strategies that exist and the potential benefits and continuity that this could create in the process. While Robert Manning from the University of Vermont has outlined his management techniques in multiple peer reviewed publications and books there may be a framework that is a better fit. But the ignorance that is occurring by jumping straight to the actions or the practices of the proposal create an obvious lack of cohesion and the potential for MORE conflict on an already hot topic is eminent.  Thank you for your time		3/13/2015
<ul style="list-style-type: none"> <li>• What do you think about resort connectivity? -Great idea. Minimal impact should be priority.</li> <li>• Would you like to see improved, year-round public transportation? - Public transportation if implemented to serve all users properly is the way to go.</li> <li>• Improved bus services? - As necessary to reduce other vehicle traffic and encourage its use.</li> <li>• Mountain rail? - Very expensive but if it was a direct link from SLC could be a boon...expect rental car companies to complain.</li> <li>• No improvements at all? - How important is the Ski industry to Utah? With the impending effects of climate change being uncertain it still behooves Utah to ensure they are proactive in attracting tourists.</li> </ul>		3/13/2015
No improvements. None whatsoever. There's too much on most of the sites as it is now. In most cases, it would take a professional skier, with the time, money, and resources available to them, to be able to thoroughly ski any of these areas in tandem. I think it's a waste of money. And I think it's a waste of the beauty of the area. One example I would give is The Canyons Resort. A beautiful ski area with beautiful homes planted everywhere. Lifts planted everywhere. Thus...taking away from the beauty of the area. Obviously I disagree with the idea. This is not something that I would personally like to see happen. I feel that it is more a money making opportunity for a large corporation...and nothing more.		3/13/2015
As a paraglider and speed flyer [free flight enthusiast], I completely agree with the well thought out words of my friend Virgil Davis, who wrote the following Obviously a lot of hard work and imagination went into the proposed blueprint. The residents of salt lake valley are fortunate to have such a collaborative effort in place. As the plan moves forward I would like to ask that the recreational opportunities of the free flying community be protected. I am a member of local organizations representing paragliders and hang gliders, speedfliers and speed riders, and basejumpers. As board members may be aware Utah is a world class destination for these sports and participants travel from around the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been notated as under consideration for enhanced protection. Flying sports in the wasatch can easily be documented to be a usual and customary use and have taken place for decades. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however we rely on access to multiple hillsides and mountain tops to launch or jump and various areas in the canyon bottoms for intended or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace. However we feel a potential threat from the mountain accord project. This is a shame because most of the projects goals and values are shared by members of our organizations. Many of us are also avid climbers backcountry skiers ultra runners and hikers. Some like myself are also property owners in the wasatch. Unfortunately almost all of the federal land managers controlling wilderness, national monument, and national park land have severely restricted or more often prohibited paragliders hang gliders and basejumps. Generally we are lumped in with powered aircraft. Very often our pilots are aggressively harassed and commonly criminally prosecuted for both intentional and unintentional use of our public. This does not occur with land managers who administer national forest and BLM land. The wasatch is unique as our use of these lands will predate any change in designation and we expect to have continued access to our land. Our organizations would like a part of the discussion about land designation changes and to secure the right to continue our recreational use of our lands. I work, recreate, and own a homesite in the canyons. I moved to Utah years ago to enjoy the recreation and quality of life. I would appreciate the chance to discuss this facet of future proposals in greater detail with members of the executive committee. Thank you for all your hard work. CC: Please consider our free flight friends in your plans		3/13/2015
I am very interested in the improvement of an efficient transportation system in Big & Little Cottonwood canyons. Congestion in the canyons is only going to get worse and an avalanche resistant rail system (NOT light rail) makes sense for the future. I don't think improved bus services is the answer. Buses are expensive to operate and maintain, never run at capacity over the total line capacity (all scheduled buses on a route on the same day).		3/13/2015
As for a One Wasatch, I don't see the real benefit of connecting all the resorts into one. I can see a combination of the PC resorts and the Cottonwood 4, but logistically a skier is not going to be able to start at the Canyons and get to Snowbird and back to their car in the same day.		3/13/2015
I think it is a good idea to connect the resorts and create year-round reliable transportation among the different ski areas as long as environmental integrity is not compromised.  I hope that we can both improve and preserve the mountains for current and future generations.  Avid Skier		3/13/2015
I think that any deal that increases federal control over both Salt Lake City's water supply and development of ski areas is a terrible long term deal no matter what the short term benefits are. A much better approach would be to remove all the affected land from the USFS and turn it over to a Utah based organization which would be much more attentive to the interests of Salt Lake City residents and much less influenced by Big Green		3/13/2015
The backcountry of Utah is a very special place. It's still pristine and wild. In some ways I'd like to see things left the way they are, but the thought of starting at Deer Valley and working your way west then hopping over to the Big followed by the Little Cottonwood Canyons sounds pretty good. There is a road there now that hooks the eastern resorts to the Big Cottonwood Canyon but it's not maintained in the winter. If the connection is made it would be very beneficial to the Salt Lake City's economy. But I'm just a very grateful visitor and whatever the wonderful people of the Wasatch decide is fine with me!		3/13/2015
As a regular international visitor I would like to see a public shuttle service from the airport to Park City.		3/13/2015
There is nowhere else in North America that can build what we can...and it's good for the environment  Also, I am an avid backcountry skier and Mountain Accord poses no 'threat' to me.  Let me know how I can help		3/13/2015
Please leave it alone. No connections between Alta and anywhere else. Solitude for Alta!		3/13/2015
I for one would not want to see mountain connectivity. I think it's a sham! The resorts will only want more \$ for a lift ticket. Just look at Vail's plan, how long would it take to go from the Canyons parking lot to PCMR Kong lift? At best an hour and a half?  Bus service should be improved to help workers avoid traffic.  No rail service.		3/13/2015
Hi We did this already! We do not want it. I was just at Jackson Hole and everyone talks about it, if a resort comes up! The majority of what I heard was, no one wants it! Keep it the way it is! Keep the price low out there! That's why we all go! We will go to the individual mountains if we want. Too much \$. Put it into something else. A large adult slide that goes down the mountain road or something a big club were we can all dance? ect! A small movie theater on the mountain ect...Entertainment on the mountain??? (We love Snowbird/Alta JTbanks		3/13/2015
As a frequent out of state visitor to the Wasatch area, it is exciting to see the One Wasatch and Mountain Accord plans. The resort connectivity is very important to us. We think this can be accomplished while considering all the necessary components in the USFS EIS process. Year round transit is important to reduce the impact on the roads and air. Improved, especially express bus service from downtown and Sandy would be great. The ultimate installation of mountain rail and interconnection of the resorts would be the ultimate great long term solution, with the possibility of the long term least environmental impacts.  Thank you for the opportunity to participate in the public process and provide these comments.		3/13/2015
I absolutely love your state having spent the winter season at Park City Mountain Resort as an instructor several winters ago. I feel what ever will be the best for everyone concerned- Locals and tourists alike keeping in mind that the corporate giants should not have a monopoly over the situation and rape the beauty and majesty of your beautiful state for their greedy gains. Thank-you for asking me for my opinion.		3/13/2015
It is amazing to see this type of debate, when the most important aspect of our mountains is being ignored. Global warming is real, and is accelerating at a very noticeable rate in Utah. Your focus should be on reducing our local carbon footprint, and reducing the toxins that are destroying our snow fall. Tunnels, interconnects, links are useless without snow to enjoy the recreational opportunities.		3/13/2015
The Mountain Accord is a meaningless topic without snow!		3/13/2015
Yes, One Wasatch! Let's ride lifts, instead of fossil fuel burning vehicles!		3/13/2015
The absolute worse solutions would be to widen the canyon roads and/or run trains up the canyons -we don't need to increase the amount of traffic the Cayo roads can accommodate nor do we need to make the outdoors theme park light with a b rail system		3/13/2015
Please, no connectivity between resorts. Cottonwood canyon should remain as is!		3/13/2015

<p>Please see below my comments:</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> </ul> <p>Absolutely in favor. It's the only way to move forward for a sustainable management and development of the resorts in the Wasatch Mountains, and to provide a satisfactory and competitive ski experience to both in-state and out-of-state visitors. The European Alpine experience has shown that this is the way to proceed and they have mastered sustainability and protection of the environment, while allowing the ski industry, love and passion for the mountains on a four-season basis, and tangible results in terms of conservation and sustainability, while protecting also back-country (see also scope and achievements of the E.U. Alpine Space Program, Project outputs and achievements per thematic field (<a href="http://www.alpine-space.eu/projects/project-results-per-thematic-field/">http://www.alpine-space.eu/projects/project-results-per-thematic-field/</a>) and Alpine Convention for sustainable development (<a href="http://www.alpcornv.org/en/default.html">http://www.alpcornv.org/en/default.html</a>))</p> <ul style="list-style-type: none"> <li>• Would you like to see improved, year-round public transportation?</li> </ul> <p>Absolutely in favor. Light railways and/or gondola, to enhance accessibility, while reducing traffic congestion, pollution and pollution of mass-parking up in altitude (this of course should be accompanied by accessibility of new mountain transportation system by urban mass-transit, and by building underground parking facilities, so as not to alter the balance of areas at the mouth of the canyons. See for example also The Transport Protocol of the Alpine Convention (<a href="http://www.alpcornv.org/en/convention/protocols/Documents/transportprotocolEN.pdf">http://www.alpcornv.org/en/convention/protocols/Documents/transportprotocolEN.pdf</a>, <a href="http://www.access2mountain.eu/SiteCollectionDocuments/Franco%20Gaggia%20Panel%20Discussion%20Presentation.pdf">http://www.access2mountain.eu/SiteCollectionDocuments/Franco%20Gaggia%20Panel%20Discussion%20Presentation.pdf</a>, and <a href="http://europa.eu/legislation_summaries/transport/transport_energy_environment/24468_en.htm">http://europa.eu/legislation_summaries/transport/transport_energy_environment/24468_en.htm</a>). Limit also commercial traffic in specific time-slots so as not to interfere with rush-hour up and down the mountain (beginning and end of the ski day)</p> <ul style="list-style-type: none"> <li>• Improved bus services?</li> </ul> <p>Not particularly in favor. While a valuable tool in the deficient status quo, where everybody has to drive to reach the resorts. It is not efficient, does not have adequate capacity, does not efficiently and comprehensively address pollution, and would further generate traffic congestions</p> <ul style="list-style-type: none"> <li>• Mountain rail?</li> </ul> <p>Yes, in some cases gondolas</p> <ul style="list-style-type: none"> <li>• No improvements at all?</li> </ul> <p>Down the road, this is a suicidal path, it would only get worse.</p> <p>Thank you for your kind attention, and the opportunity to comment</p> <p>I would like to see the one Wasatch completed. First of all it would all be private money and could be completed in one summer.</p>	<p>3/13/2015</p>
<p>A large number of skiers or boarders from the Park City or Wasatch back communities travel to the Cottonwood resorts requiring us to drive 45-60 minutes each way. Even tourists who rent cars stay in Park City or Heber travel to the cottonwood resorts. These tourists travel to these resorts quite frequently.</p> <p>This drive puts more carbon emissions into the our air. I understand a tunnel is being considered. However, what will it cost and how long it will take to construct once funding is obtained, my guess is at least 5-10 years for funding and government environment impact evaluations, and another 5-10 years of construction.</p>	<p>3/13/2015</p>
<p>To whom it may concern,</p> <p>I would like to respond to the following questions regarding ONE Wasatch:</p> <ul style="list-style-type: none"> <li>• What do you think about resort connectivity?</li> </ul> <p>Don't do it</p> <ul style="list-style-type: none"> <li>• Would you like to see improved, year-round public transportation?</li> </ul> <p>No</p> <ul style="list-style-type: none"> <li>• Improved bus services?</li> </ul> <p>No</p> <ul style="list-style-type: none"> <li>• Mountain rail?</li> </ul> <p>No</p> <ul style="list-style-type: none"> <li>• No improvements at all?</li> </ul> <p>Correct. I believe Big Cottonwood Canyon, Little Cottonwood Canyon, and Park City are all perfect as they are today.</p>	<p>3/13/2015</p>
<p>One Wasatch is a stupid ideal, these people only want to cater to the tourist and not the locale skiers. Pass prices will increase. Where I currently ski now I don't have to deal with snowboards. It will take all day to go from one side to the other. Its a waste of money, no one will use it once the novelty wears off. It all about how much more money they can make. The mountain accord will cause more environmental damage because they want to put a stupid train up the canyon than just leaving it alone. How many people want to load all their gear and 2 pairs of skis on to a train or bus. I won't use the train or the bus because I have to much to carry, and there again it all goes back to the all mighty dollar. Leave the canyons as they are.</p>	<p>3/13/2015</p>
<p>My family, friends and I are in favor of the interconnectivity of the One Wasatch concept. As a group of approximately 20 people, we meet in Park City every winter for a week of skiing. Most of us travel throughout the area during our stay in an attempt to ski a different mountain each day. Interconnectivity as proposed would simplify our travels and save us time driving back and forth each day.</p> <ul style="list-style-type: none"> <li>• No improvements at all?</li> <li>• As far as I'm concerned the ski resorts are all very nice already. Investment in connecting them, I fear, would cause them to increase their already-high lift ticket prices.</li> <li>• As an example of how a skiing "improvement" negatively affected me about 30 years ago: when I was a college student at BYU, during the winter months I would try to make a few trips with friends to Solitude on Thursdays, where a standing bargain was lift passes for students for only \$5. Then after a few seasons Solitude replaced or added a lift with a faster express lift. The following season the Thursday student price was raised to \$17. While both of those prices now seem ridiculously low, at the higher price I did not feel I could justify spending that amount on skiing during the rest of my college years, and so the improvement did not have the effect of transporting me up the mountain quicker (because I simply could not afford to use them). In fact, I did not ski hardly at all for quite a few years, in spite of my enjoyment of the sport. So far, I still have not made it back to Solitude to find out what that new express lift was like (though I have appreciated the express lifts at Brighton, Snowbird and Powder Mountain which do help a lot to spend more time on the mountain and less time on the lift). Fortunately, over the past 10 years or so our children have expressed interest in learning to ski, and thanks to the free passes available to them through Ski Utah during their 5th and 6th grade years I have once again justified the expense of skiing and we've had many fun outings skiing together.</li> <li>• I am also concerned that Mountain Accord be mindful of potential negative impacts that any new construction or recreation in the mountains could have upon the water supply. We must keep in mind that having clean drinking water is of crucial importance compared to greater convenience and flexibility for recreational activities. Clean water is also more important than the economic boost of attracting more tourists to Utah. The water supply is vulnerable to pollution and contamination and the recommendations of accurate studies about how to provide adequate protection of water resources should be adhered to during any development that occurs.</li> </ul> <p>Thanks for being interested in my feedback.</p>	<p>3/13/2015</p>
<p>I am sad you guys are considering this proposal. This area is very special and each resort is unique and wonderful in its own way. You will do more harm to the environment than any good that could come out of connecting lifts.</p> <p>Stop chasing Colorado, Montana, or Canada as having the most accessible ski area...</p> <p>Promote Utah skiing just don't do further damage to the canyons in order to make money...</p>	<p>3/14/2015</p>
<p><del>I think more connectivity would be great. It would increase economic activity in the area. I don't think it would increase pollution to a great extent. It would also be great if Guardsmen Pass road was improved and open year round.</del></p> <p>We agree with the proposed One Wasatch concept and would definitely ski more often in Utah if this concept is realized.</p> <p>Thank you.</p>	<p>3/14/2015 3/14/2015</p>
<p>Resort connections via lifts and trails is a great idea. Rail connection from Salt Lake City airport to Park City via Interstate 80 corridor and Rte 224 corridor is a great idea. NO to the idea of tunnels through the mountains to connect ski areas!</p> <p>Hi, As a visitor/tourist, I would enjoy having the areas connected by lifts, trails and other means of transportation improved. However, I would definitely want the residents of this fine and beautiful area to have the final or majority say in this matter.</p>	<p>3/14/2015</p>
<p>I'm highly in favor of increased resort connectivity via chairlifts and ski trails. This would allow skiers and riders to access massive amounts of terrain among multiple resorts while reducing traffic on local roads and highways. No matter at which resort they wished to spend most of the day, they could drive, or take public transportation, to the closest resort and then access the resort of their choice via trail or lift.</p> <p>To whom it may concern,</p>	<p>3/14/2015</p>
<p>I have serious reservations about the proposed project. Not only is it not cost effective at all but will not solve the issue of canyon travel. I am against the transportation proposal. The costs are completely out of line with the issue.</p> <p>We should start with the resorts all using busing to transport all their employees up the canyons and take that burden off the roads and see from there the best way to move forward. That would be a much more cost effective way to remove cars from the roads.</p> <p>Thank you</p>	<p>3/14/2015</p>
<p>Hello,</p> <p>If we are trying to address transportation issues, why don't we start with low-emission buses running continuously up and down the cottonwood canyons and providing adequate pickup places and parking outside of the canyons. This could apply to Park City. I disagree that there is a "need" to connect Park City with the cottonwood canyons. I think that benefits Vail, Inc, and not the local population or even the typical skier. One couldn't use all that territory. It seems like it is a marketing tool for the ski resorts and allows them to charge more for a ticket. Let's keep our resorts user-friendly and affordable to the local population, and serving the interests of a broader constituency than the ski industry.</p> <p>I also do not want to industrialize our beautiful canyons and national forest. Let's keep some terrain undeveloped.</p> <p>There is no need for a train and tunnels. Buses that are user friendly are a more flexible and affordable option.</p> <p>Who will pay for these proposed trains and tunnels. That should be put to the public for a vote. Is the taxpayer subsidizing the ski industry? What is the cost/benefit analysis of this? Mass transit linkups to the canyons might be a better use of our money.</p> <p>B</p>	<p>3/14/2015</p>
<p>"What do you think about resort connectivity?"</p> <p>I can spend two days exploring just _one_ resort, never mind several in one day. On the other hand, as an out-of-towner, I could stay in a hotel at one resort and travel easily to other resorts without renting a car or much of a hassle.</p> <p>"Would you like to see improved year round public transportation?"</p> <p>Since I'm from out of town, it's not that much of an issue with me. As long as I can get to a resort from the airport, I'm happy. That said, better public transportation is always good and helpful to those of us not from SLC area.</p> <p>"Improved bus services?"</p> <p>Sure why not. See the previous answer.</p> <p>"Mountain rail?"</p> <p>It would certainly add quite a bit of "Bling" factor to the area resorts but seems more of a luxury. Of course, the cost might be offset by an increase in visitors. No mountain rail in that state to the east of Utah. Also, see answer to the first question. Staying at a hotel at The Canyons and taking mountain rail all the way to Snowbird would be pretty cool.</p> <p>"No improvements at all?"</p> <p>Improvements keep stagnation at bay. <del>Although Utah has the best skiing in the country and perhaps the world (except snow-irport close by, etc), improvements will keep Utah competitive in attracting the world's skiiing enthusiasts.</del></p> <p>Dear Mountain Accord,</p>	<p>3/14/2015</p>
<p>I am writing to express my support for the ONE Wasatch concept. Thank you.</p>	<p>3/14/2015</p>

<p>I completed the survey and wanted to send additional comments. A brief bio: I grew up in Park City and reside in Salt Lake City, am an avid mountain biker, hiker (with a dog), and occasional skier in Big and Little Cottonwood.</p> <p>One thing that I think is often overlooked from the ski resorts and in the Mountain Accord is the "user experience". Think of a family coming to visit UT for a ski vacation: They're interested in having clean and comfortable housing, restaurants, easy-access to equipment rentals, nice dining options on-mountain, ski school and diverse terrain for all abilities. They are NOT interested in "more" terrain. No one goes back to New York and brags "I skied at the largest ski resort in America this weekend!" They, instead, talk about where they stayed and the snow conditions. Therefore, we should focus on 1) improving the user experience without resort expansion and 2) keeping snow in the Wasatch by doing all we can to reduce our carbon footprint.</p> <p>With all that said, here are my additional comments about the Blueprint:</p> <ul style="list-style-type: none"> <li>I do not support a LCC train. I think we should do a rapid bus system instead. The shuttle system at Zion National Park is a model for national parks around the country and should be a model for us here in the Wasatch. It would work as long as there were ample parking at the base of the canyons.</li> <li>I am in full support of the year-round bus shuttle system in Millcreek.</li> <li>I am in full support of a light rail system linking the Salt Lake Valley with Park City</li> <li>I do NOT support a chair lift in Grizzly Gulch. I believe this area should be protected.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I do NOT support a tunnel. It does not solve any problems from a user perspective and would be costly and environmentally damaging.</li> <li>I am in full support of creating a trails network in the upper reaches of the two canyon. The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill).</li> <li>I support acquiring private land through conservation easements and creating wildlife corridors. Wild spaces is why people come to the Wasatch but people are not the only thing that's important about the Wasatch. The flora and fauna are critical to the long-term sustainability of the Wasatch.</li> </ul>	<p>3/14/2015</p>
<p>Resort connectivity would be great. It would attract a lot more tourism and would set Utah apart from all other ski resort destinations in the U.S. Better bus transportation and improved public transport would only benefit the region. I'm not sure about mountain rail; maybe it would help.</p>	<p>3/15/2015</p>
<p>I am in support of developing all of the proposals to connect the resorts and year-round recreation. It is time for America to develop the European style connected village culture and the Utah resorts are the perfect venue for it. Make it happen.</p>	<p>3/15/2015</p>
<p>It is my opinion that protecting Natural resources come from sensible development, not protests and anarchy. Therefore, my family is 100% behind connecting the resorts with rail service and Gondolas. That is, assuming honest and objective cost-benefit analysis is performed by competent environmental engineers and not activists. By that I mean ENGINEERS not lawyers for EDE or some such organization.</p>	<p>3/15/2015</p>
<p>I am a long time enthusiast of Alta and Little Cottonwood Canyon (LCC). Because of my commitment to keeping a healthy watershed and preserving the Canyon for my grandchildren, when asked, I became a member of the Friends of Alta Board, Alta's land trust. I write to comment on the single direction that Mt. Accord (MA) appears to be going to solve the LCC traffic problem. It is ironic that to save our canyon, we appear to be willing to destroy it with the installation of a train. Think of the devastation caused by this construction, the decades for LCC to recover and the stark fact that the rail line will parallel an existing roadway that must be maintained as well. I feel that the bus is a less intrusive system that will help conserve the character of Alta and its precious watershed. What is gained by the train that an enhanced bus system could not provide? Who is sponsoring the train? From all appearances and public meetings it is the developers, UTA and Ski Utah. The train will be the most costly, devastating and inflexible alternative. I am leaving consideration of the tunnel and its potential impacts for comment later on but you can guess at my opinion. The possibility of swapping private lands is offered as compensation although many small plots in Alibon Basin are left out. These must be included in any land swap. Fortunately there is an alternative, although we hear little to nothing about it. That alternative is a Bus Rapid Transit (BRT) system. Widening Highway 210, a scenic byway, to provide express lanes that would be two up in the morning and two down in the afternoon is the answer although not without cost. Train or no train, the road will remain in use. In operation, buses can provide flexibility and many more pick-up and drop-off points, including the St. Valley, than the inflexible train. The road would obtain avalanche sheds, with a couple fitted for animal crossing. To encourage use, the buses and parking should be free. The Town of Aspen and Zion National Park are great examples. SOVs would be charged a fee for use of the road. Driverless buses are on the near horizon of operation which further enhances their use in LCC and the other Wasatch Canyons. In sum, I am FOR the BRT because:</p> <ol style="list-style-type: none"> <li>1. BRT makes use of the existing road.</li> <li>2. BRT will be much less costly than a train.</li> <li>3. BRT minimizes canyon destruction as opposed to a train.</li> <li>4. BRT can be more flexible in operation than a train.</li> <li>5. BRT in the existing road corridor has less environmental impacts on watershed and the LCC stream.</li> <li>6. BRT would be a better use of public funds.</li> <li>7. With BRT Ski Utah issues could be addressed in Big and Little Cottonwood Canyons.</li> <li>8. The train cost seems likely to further increase the cost of skiing as opposed to BRT.</li> <li>9. The issue of parking for either BRT or the train are the same. A few last words. Why do we not hear more about the BRT? Why save LCC by destroying it with the construction of a train? At some point the interest of the community trumps private interest. Surely this is one of these points. A recent visitor to Alta said it well; "We will be glad to help with your work in leading the fight to protect this beautiful and delicate valley. Someone is selling "Blue Sky" and using tax dollars". Well said.</li> </ol>	<p>3/15/2015</p>
<p>The idea of combining resorts is an old one. I didn't care for the ski link proposal in large part because of how it would affect the areas of Wasatch hiking and it seemed little more than a high priced marketing scheme. Vall Resorts has their big ski area concept partly satisfied by combining The Canyons with PCMR. PCMR and Deer Valley are only feet away and the demand for a nearly identical product hasn't forced them to combine. Snowbird and Alta are already combined, that demand is satisfied. I fear combining the Cottonwood Canyons with Park City resorts, two unique areas, will only satisfy Park City users with a 15 minute train ride to better snow conditions. Chairlifts across Guardsman Pass makes little sense when a road is already there. Paving and snow sheds over the pass can connect those area.</p>	<p>3/15/2015</p>
<p>Please consider eliminating the option to connect Park City to the Wasatch Front Canyons. A regional train from Salt Lake to Park City, much like a train connects Provo and Ogden to Salt Lake, is an option I could support. A regional bus station in Cottonwood Heights with additional park and ride lots would be my first choice and a lower cost alternative. Shutting the canyons off when lots are full is an option too or charging a toll at the mouth of the canyons, like Millcreek Canyon already does, is a way to limit cars.</p>	<p>3/15/2015</p>
<p>Thank you for allowing my input. I look forward to seeing what conclusions are drawn and what actions are taken in the future.</p>	<p>3/15/2015</p>
<p>Transportation is a problem in little cottonwood canyon during the winter months. !!! That's r!!! Maybe 5 months. !!! Trains are not the answer!!!! Use what we already have more effective and efficiently!!! More frequent shuttle busses for employees and a better bus schedule is all it would take. Snowbird could make parking better!!! Snowbird wants to expand but it needs to make what it already has better!!!!</p>	<p>3/15/2015</p>
<p>I am not a big fan of the interconnect -- I find it hard to ski one area in a day let alone try to ski multiple resorts in one day. I think it is more of a novelty thing that makes it appealing, really, how practical is it to get more than a run or two at a resort if you are trying to ski around.</p>	<p>3/15/2015</p>
<p>Transportation -- I agree that something needs to be done about the transportation issues -- whether you go to Park City skiing or the Cottonwoods -- the parking is becoming ever more difficult. Maybe instituting a carpool website to travel up with other skiers as I often drive alone and see many others that do as well -- but sometimes that is because my schedule will only allow me to stay for a short time so I can't be dependent on waiting for a bus or for others to leave. BUT, where will the carpool people park?? The lots at the bottom of the canyons are already filling up. I see that same issue if you institute a train -- where will people park their cars?</p>	<p>3/15/2015</p>
<p>Yes, I would like to see ski resort connectivity continue. Thank you for all of your hard work and planning over the years.</p>	<p>3/15/2015</p>
<p>Sirs: Thank you for the opportunity to comment on the proposed "Mountain Accord, The Central Wasatch Blueprint", a plan to balance environment values/health, recreation, transportation, and economic benefits to be derived from use of the Central Wasatch. Winter Recreation: Current commercial ski-area use, especially in LCC, is, at best, maxed out during peak-use periods, i.e., during weekends and new-snow condition periods. Current backcountry use, especially in LCC and BCC, is rapidly expanding toward over-crowded levels. Experiences winter snow-sports users came to love in the Central Wasatch canyons are diminishing from those that made these areas popular. Significantly increasing peak-period use of the central Wasatch canyons will, in my opinion, degrade user experiences and thus the economic and social value of the area. Significantly expanding the area which is served by ski lifts in LCC and BCC would significantly increase peak-period use of adjacent terrain, displace non-commercial (or "backcountry") use, and diminish its value. As a long-time user of both ski-serviced and backcountry ski terrain I support maintaining the current balance (infrastructure and land-use) of the Central Wasatch. I also strongly support the proposed backcountry protections, especially the area around Mt Superior and the Emma Ridge. Support for existing user uses does not mean the economic value of the areas must remain stagnant: improvements to the quality of user experiences will improve the value to users and thus their economic value to everyone, via user investments to enjoy those experiences. One particular proposal, to connect divergent commercial ski areas by lifts and tunnels will surely further degrade the experience of backcountry use to (supposedly) benefit pay-to-ski lift-serviced users, and increase congestion in high-value areas that are already (too) heavily used. Really, ski-terrain in the commercial ski areas (in Alta and Snowbird especially) is so heavily used at times that user experiences are greatly diminished...we have/are loving these canyons to death. Travel up and down LCC and BCC during peak-use periods is time-consuming and at times dangerous. Improved mass transportation alternatives could lessen the time and danger required to traverse these areas and improve user experiences. Charging for parking private day-use vehicles is a reasonable idea once faster/safer/convenient public transportation alternatives are attained. Goals should not be to transport more people to LCC and BCC at peak times, but to improve transportation efficiencies and user experiences. Users should ultimately pay for the improved systems, and the needs of all users must be considered. Summer Recreation: Current summer recreational opportunities and are not highly developed in the LCC and BCC. Greater recreational summer use could be improved by development/improvement of more high-quality trails for hiking and biking, and a summer day-use facility (at the Alibon center) for good food. Models for such summer development exist all across the Alps, for example. Watershed protections are critical, but possible with good planning. Increased summer recreational opportunities would foster added demand for lodging in the summer, most of which (especially at Alta) is currently closed due to lack of demand. All Seasons: Improving pedestrian and bicycle access/use of the canyons (bike lanes) will increase use of the LCC and BCC and provide economic benefits. Improved parking for backcountry users and rock climber is badly needed, and this will also provide economic benefits. Please, encourage development that preserves the recreational values of the area...not economic growth that degrades quality of uses.</p>	<p>3/15/2015</p>
<p>Hello: The following are my formal comments regarding the "blueprint" put forth by the Executive Board. Transportation: Alternative D: I feel that the existing bus system is far from optimized and if it is upgraded to Bus Rapid Transit, the ski resorts and dispersed users on a year-round basis could be served far more effectively than a train. It will be essential to provide sufficient parking near the mouths of the canyon in order to support the above transportation system alternative. In order to subsidize the bus/parking system and provide an incentive to ride the transit system, a per-vehicle fee, either a daily fee or an annual pass, should be implemented. The Bus Rapid Transit should be offered at a nominal price to incentivize ridership. To reduce auto use and congestion in the canyons, the two-lane road should be only allow one-way traffic up the canyon for two hours in the morning on weekends and holidays and one-way traffic down the canyon for two hours in the afternoon. The bus system would need to have multiple Snowbird-only service bus and an Alta-only service Snowsheds and/or bridges over slide paths should be added for increased avalanche mitigation for the highway. I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with sufficient parking at the mouth of the canyon. A tunnel linking LCC and BCC is not needed and will create more resort sidecountry terrain, increasing the resorts' footprints. I also feel that a fixed guideway system connecting BCC to Park City is not needed. It would not necessarily save time for PC-BCC travelers, is not supported by PC officials, and would again be a taxpayer-subsidized benefit to ski resort. I am in full support of a year-round bus shuttle system for Mill Creek Canyon. I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel is over-due and would be used extensively by commuters and resort workers on a more-regular schedule than a LCC canyon train. Recreation: I am in full support of creating a trails network in the upper reaches of the two canyons. The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill). The LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc. I support the permanent protection of the Emma Ridge to Superior ridge/line from development. I do not support a chairlift in Grizzly Gulch. Improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection. I am supportive of increased connectivity between Brighton and Solitude in the SolBright area. I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail. It is disturbing to me that the Mountain Accord has neglected to include one of the more controversial forms of recreation and transportation in the canyons: Wasatch Powderbirds. Economics: I support enabling the ski resorts to utilize more water for snowmaking. I support adding potential land and altering zoning for additional development at the various resorts' bases. I support enabling the ski resorts to expand their summertime activities within their existing footprints. Think of the fuel savings alone not needing to plow all that snow. Think of the greater protection for the watershed not having all the runoff from the parking lots entering the creek. We could support our local businesses by allowing public transportation into the evening hours, enabling easy après ski activities. By comparison, the Chamonix valley has us beat hands-down in convenience and carbon emissions. What an example! Thank you for taking the time to read my comments. I hope to see a great improvement in the transportation system that services the resorts, as well as within the city.</p>	<p>3/15/2015</p>

<p>I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</p> <ul style="list-style-type: none"> <li>I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas.</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range—that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years is an egregious omission.</li> <li>Bowhunting must remain legal on public land in compliance with current regulations.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>I support enabling the ski resorts to utilize more water for snowmaking.</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that primarily benefit only ski resorts.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area.</li> <li>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>In summary, I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing. We have to do all we can to reach agreement and take advantage of the chance to resolve these issues. If we don't, it may be too late to save the Wasatch five or ten years down the road.</p>	<p>3/15/2015</p>
<p>The top speed of the Pikes Peak cog rail train is about 9 mph. That means it would take a cog rail train an hour and 20 minutes to travel from 20th East up Little Cottonwood Canyon to Alta, plus the time to stop at Snowbird. No one is going to put up with that. Have you really thought this through?</p> <p>I see in the current blueprint the plan to make new fee areas and increase fees to limit traffic in the mountains near Salt Lake City. Although I am sure this would limit use the problem is it limits usage unfairly. It discriminates against those who are poor or of modest means. For them the fees are a much larger burden than they are for the wealthy or well off. Increasing fees to limit traffic basically means that you are keeping the poor out to make it a more private/less trafficked area for the wealthy. You may have a hard time conceiving that a \$6-\$10 fee would be a burden but from personal experience that kind of a fee often keeps us from being able to hike or recreate in certain areas. (Gas and campsite fees alone are prohibitive enough). We have five active boys and we want to help them develop healthy hobbies and lifestyles. Limiting recreation opportunities by fees will keep people like us out. And among the younger families with kids in Utah I think our situation of being financially strapped is a lot more common because of the increasing cost of housing and education, and more competitive employment markets.</p> <p>Thanks for considering my viewpoint</p>	<p>3/15/2015</p>
<p>It seems to me that M.A. has an agenda to push the train and highway expansion through regardless of public opinion. It only benefits Snowbird, not the people of this state. The Train is a Trojan horse for Snowbird expansion. Little Cottonwood Canyon is to fragile of an eco system. We need to be protecting the Canyon. Why is it that when the winter Olympics came to S.L.C. in 2002 the Big and Little Cottonwood Canyons were not included because of their fragile eco system.. what has changed?? Quite possibly greed.</p> <p>The traffic problem that exists in the Canyon is only a problem for a few hours weeks of the year and can be corrected by increasing bus service during those weeks. Avalanche conditions will always exist regardless of the transportation system. Increasing bus service meets all of the criteria in all honesty. Mountain Accord please don't sell out the people of Utah. Don't support spending billions on a problem that really doesn't exist just to support corporate greed.</p> <p>Thank you</p>	<p>3/15/2015</p>
<p>I looked through the feedback received on the Mountain Accord website: <a href="http://mountainaccord.com/wp-content/themes/twentytwelve/pdf/Early%20scoping%20Comment%20Summary.pdf">http://mountainaccord.com/wp-content/themes/twentytwelve/pdf/Early%20scoping%20Comment%20Summary.pdf</a></p> <p>I want to emphasize once again that Equestrian Uses (in American Fork Canyon) must also be considered. This is a heavily-used horseback riding area, and needs to be preserved as such. Please be sure to include this need and use in your plans. At present, I do not see that any thought is being given to this CURRENT use to ensure that it can remain so.</p> <p>Back Country Horsemen of Utah</p>	<p>3/15/2015</p>
<p>The Resort connectivity idea is a compelling concept, with limited investment, that would continue to establish the Utah ski industry—as the home of the "Best Snow On Earth" and now the "Best Resort on Earth" Improved public transportation plays a key role in limiting traffic into and out of the canyons—bus is the most practical, mountain rail is the " slickest," and the most "European" if financing can be afforded. ☹</p>	<p>3/16/2015</p>
<p>Transportation</p> <ul style="list-style-type: none"> <li>The transportation situation in Little Cottonwood is unsustainable on many winter days and something has to be done. I believe bus service is the best option to solve this problem and do not support light rail in the canyon. The canyon can't sustain the damage that will come from building a rail line and the public can't afford the cost of rail line.</li> <li>Adequate parking near the mouth of the canyon are critical to the success of expanded bus service.</li> <li>Expanded bus service should be tried prior to any commitments to adding lanes to the LCC road.</li> <li>Charging a per-vehicle fee - either via a daily fee or an annual pass – would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with adequate parking at the mouth of the canyon.</li> <li>A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown.</li> <li>Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed. The question should simply be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</li> <li>At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving somewhat more people up the canyon to put only moderate additional user pressure on the canyons.</li> <li>I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>I am in full support of a train/light rail system linking the Salt Lake Valley with Park City.</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>I am in full support of creating a trails network in the upper reaches of the Cottonwoods.</li> <li>These trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill until the tram runs and then it becomes downhill).</li> <li>Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> </ul>	<p>3/16/2015</p>
<p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range—that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years is an egregious omission.</li> <li>Bowhunting must remain legal on public land in compliance with current regulations.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>I support enabling the ski resorts to utilize more water for snowmaking.</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that primarily benefit only ski resorts.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area.</li> <li>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>In summary, I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing. We have to do all we can to reach agreement and take advantage of the chance to resolve these issues. If we don't, it may be too late</p>	<p>3/16/2015</p>
<p>Hello -</p> <p>I am a second home owner in Park City and visit 3-4 times per year.</p> <p>I am very supportive of the One Wasatch concept and connecting the 7 resorts in the Park City/Cottonwood Canyons. My assumptions in this support are that 1) the trams can be constructed with minimal damage to the back country, 2) the trams will be reasonably accessible so it is possible to try multiple resorts in a day without living on a tram and 3) lift ticket costs will not sky rocket due to the cost to build.</p> <p>We love Park City and the contributions from local businesses as well as big businesses. I understand it is always a risk that big business comes in and takes over, pushing small businesses out. Anything that can be done in support of local small businesses would be great, but I would not let this concern stall One Wasatch. This very well could be the "rising tide" that raises all boats for businesses in the area.</p> <p>In terms of transportation, I do not support a train of any kind in the region but do believe the bus/shuttle system could be improved from the airport to the resorts. Also, bus service from PC to the Cottonwood Canyon resorts would also be helpful. ☹</p>	<p>3/16/2015</p>
<p>It is distressing to be asked as a taxpayer to provide funds for an activity in which only 7% of locals now participate.</p> <p>In the rush to push this through Mountain Accord has thoughtlessly left out any consideration of the other users e.g. horse back riding etc. It seems I must be totally focused on the ski industry and then, incidentally, mountain bikers.</p> <p>Further irritation is the plan to swap land with Snowbird to the amount of 418 acres in American Fork alone. This is so the people of Utah County can get to Snowbird quicker. And, then, Snowbird wants the water for making snow. Several problems with this: 1. according to global warming projections the ski industry in Utah is on a trajectory to be essentially non-existent by the end of this century. Then what happens to that 418 acres that I am sure Snowbird will not want anymore? Does this get broken up into building lots for McMansions? 2. Utah is in the continued grip of devastating drought. Further development increases the risk of fire in these lovely areas. We do not have the water resources to manage or control the devastating canyon fire that is surely coming our way.</p> <p>This is a land grab.</p>	<p>3/16/2015</p>

<p>I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</p> <ul style="list-style-type: none"> <li>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range—that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>I support enabling the ski resorts to utilize more water for snowmaking</li> <li>I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</li> <li>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>Overall I have found the "blueprint" (it should have been called a "proposal") to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of Important People who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.</p> <p>Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents/stakeholders' desires, if they are all willing to concede on some of their desires.</p> <p>(end of comments)</p>		
<p>I would like to see mountain connectivity that would preserve the environment the best.</p> <p>The rail option seemed like a good fit, although probably costly. The European model using rail would be a great model.</p>		3/16/2015
<p>To Whom It May Concern:</p> <p>Please do not destroy our Canyons by adding extra traffic lanes or by adding a train! Once this kind of destructive action has been taken, there's no going back. Please leave our Canyons in the pristine beauty that they are today for us and for future generations. Do not rob the world of the beauty of Little Cottonwood Canyon just to line the pockets the wealthy! Remember,</p> <p>I am in agreement with the attached document, created by a fellow lover of the Wasatch.</p>		3/16/2015
<p>Thanks for the opportunity to comment</p> <p>Hello</p> <p>I have been following the Mountain Accord process with great interest and I have studied the proposed "blueprint" and attended a question and answer public meeting. I'm extremely excited with this once in a lifetime opportunity to bring some finality to the future of the central Wasatch. I'm in these mountains trail running, hiking, backcountry skiing, resort skiing, mountain biking, rock climbing, alpine climbing, bowhunting, and camping 3 to 5 times a week, every week. The Wasatch is the primary reason I live where I live. These are my formal comments regarding the "blueprint" put forth by the Executive Board.</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>The transportation situation in Little Cottonwood is unsustainable on many winter days and something has to be done. I believe bus service is the best option to solve this problem and do not support light rail in the canyon. The canyon can't sustain the damage that will come from building a rail line and the public can't afford the cost of rail line.</li> <li>Adequate parking near the mouth of the canyon are critical to the success of expanded bus service.</li> <li>Expanded bus service should be tried prior to any commitments to adding lanes to the LCC road.</li> <li>Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with adequate parking at the mouth of the canyon.</li> <li>A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown.</li> <li>Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>The same argument is applied to a fixed guideway system connecting BCC to Park City. 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Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry.</li> <li>I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas.</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. 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<p><b>Mountain Accord:</b></p> <p>I have already submitted comments via your online survey, but had some more thought/ideas that I wanted to share.</p> <p>First, I am completely opposed to the proposed train up LCC on economic, environmental and esthetic grounds. It is a horrible idea! I believe there are many other, less costly, less destructive (to the canyon) and more effective alternatives that should be considered.</p> <p>One additional idea that I came up with recently to help alleviate traffic and pollution is to ask the LCC ski resorts to implement Preferred HOV (High Occupancy Vehicle) Parking for both guests AND employees. Parking areas closest to the lifts (or work areas) and skiing access could be designated as HOV parking only. In these areas, only cars with two or more people would be allowed to park. Such a policy would not restrict anyone from traveling the canyon or put any additional financial burdens on recreationalists. Preferred HOV parking, however, would certainly encourage people to carpool, ride-share, pick up hitch-hikers (which I do occasionally near the park-and-ride), etc.</p> <p>Personally, on a busy powder day, I know I would make a couple extra calls so see if anyone would like to ride with me rather than be relegated to a parking spot far from the lifts.</p> <p>PROS: FREE! Relatively simple to implement (Snowbird has employees directing parking anyway). Easy to conduct a pilot program to evaluate effectiveness of idea. If successful, this idea can easily be expanded to other ski resorts and recreational areas.</p> <p>CONS: None</p>	3/16/2015
<p>Hey, All,</p> <p>Why would anyone including the resort management want to further develop, code word, destroy these canyons. Right now what is it that brings people from all over the world to places like Alta and Snow Bird. Not just another chair lift of condola ride. It is the mountains themselves. That is what brings people like me to the back country, the experience even often times completely alone on the mountain-- usually when a storm is hitting and it seems people are most often hunkered down.</p> <p>But whether skiing at the resort or back country it is the same the mountains have something pristine to offer. We do not need the most bodacious, huge ski area in the world to be linked by tearing down the mountains. Linking the Canyons and Park City is enough -- maybe not for some corporate greed monkeys but it is enough for the rest of us. If you wanted to ski a resort you do not need to ski all five or six, seven ten, at the same time. This is complete nonsense and corporate over-extending themselves out of pure greed and careless attitude towards what maybe the majority of people are looking to find when they venture up into these pristine places. Maybe some of the resort owners can come to some understanding that the best PR possible for their business is to leave these places with as little disturbance as possible. Their own clientele will appreciate this approach and so will others such as myself.</p>	3/11/2015
<p>I still do not understand the need to connect Big and Little Cottonwood. It appears to entail a lot of cost with little benefit. Might make a good marketing tool but I doubt many people would take advantage of it. Light rail sounds great but if you do not make it painful for people to drive up the Canyons then they will continue to do so. Like Mill Creek Canyon there should be user fees for cars and this money should go towards expanding bus service, making it much less expensive and increasing parking facilities. Tax what you do not want and promote what you do want. Light rail sounds quite expensive.</p> <p>Backcountry use has expanded tremendously and should be encouraged because it has less impact on the environment than Ski area facilities and real estate development. The ski areas already have a huge footprint and should not be allowed to expand. The concerns of the local residents should take priority over the business interests of out of state corporations. One Wasatch sounds great as a marketing gimmick but I doubt it will have much benefit for the local population. It would definitely encroach on the backcountry which is so special to so many users. People come from all over the world to take advantage of it. Many people move to the SLC area just to be able to enjoy the mountains. It should be cherished as a special resource and not degraded. David Klinger</p>	3/9/2015
<p><b>Mountain Accord</b></p> <p>Please add my comments. I am sure that I echo many responses. So I will just outline my concerns, 1. Water shed contamination 2. Spoiling the pristine environment .</p> <ol style="list-style-type: none"> <li>3. Threatening the wild life habitat.</li> <li>4. Tourism impact on residents, disturbing their privacy, ruining the quiet beauty that envelops the Grizzley Gulch area, and Albion Basin.</li> </ol> <p>Mostly,</p> <ol style="list-style-type: none"> <li>1 This act is just opening the door to future development .</li> <li>2. Opponents have backed their bets on this project by purchasing their land. Hoping the " private property" trump card will allow them a longevity of open ended development.</li> <li>3. The Grizzley Gulch is the final play of the game to aquire what they see as the biggest best interconnect in the United States.</li> </ol> <p>What is next? Lifts, gondolas, restaurants , lodges? CONDOs?</p> <p>The future is not secure, not defined, not in the hands of anyone with Utah Environments in mind.</p> <p>Thank you for this opportunity.</p>	3/9/2015
<p>My comments regarding the Mountain Accord proposed Blueprint:</p> <ol style="list-style-type: none"> <li>1) I do not support a train up Little Cottonwood Canyon (LCC). Reliability and safety for users of LCC can be achieved by far cheaper means. Adding snow sheds and Bus Rapid Transit to the existing roadway would address reliability and safety issues.</li> <li>2) I do not believe a train up LCC is a responsible solution. LCC has a finite carrying capacity of users. The train would enable a virtually unlimited number of users in LCC. Accommodation of an unlimited number of users is NOT a plan for the Central Wasatch. Currently, parking in the canyons is serving as a limiting factor for the number of users. The Mountain Accord has not addressed this very real concern in the blueprint. Removing this cap on user number will have deleterious consequences to our watershed, the user experience, and the marketability of our state to attract talented outdoor enthusiasts to live and recreate.</li> <li>3) I do not support interconnection of any type. In other words, I do not support over-ground connections (Trams, chairlifts, moving walkways, etc.), or under-ground connections (tunnels for trains/cars/buses/skiers/hikers) between LCC, BCC, and Park City.</li> <li>4) I support preserving the unique character of our ski areas, not merging them into a single entity and experience any skier could get anywhere in the world. The CW resorts are unique. Let's keep them unique!</li> <li>5) Regarding the Cottonwood Canyons Task Force:       <ol style="list-style-type: none"> <li>a) I do not believe the CCTF solution is balanced. The resorts are getting PRIME real estate for commercial development at their bases, water for the expansion, water for snow making, a tax-payer-funded transportation interconnect, AND expansion of their boundaries. In return, the south facing slopes from Superior to the Emma Ridges, some land in white pine, and some near Guardsman's pass is exchanged for preservation. This is not an acceptable solution. In fact, it is not supported by the MA Executive Board. Carl Fisher and Peter Metcalf do not support the CCTF recommendation in the blueprint.</li> <li>b) I would support the CCTF if and only if: property on the ridge line from Superior to Catherine's Pass (including Grizzly Gulch) was exchanged, AND, interconnection of any kind was removed from the recommendation.</li> <li>c) I do not support ski area boundary expansion of any kind.</li> <li>d) The CCTF recommendation should include a provision for avalanche mitigation on the south facing slopes in LCC. It is unacceptable for Alta Ski Lifts to hold a "trump card" that they can put a chairlift up Flagstaff if the [taxpayer] can't put in avalanche mitigation in place.</li> </ol> </li> <li>6) I support Bus Rapid Transit in both BCC and LCC, provided the dispersed user's can board and de-board at all trailheads up and down the canyon by requesting a stop. Parking at the mouths of the canyons must be addressed in the blueprint. Cost of ridership should also be part of the blueprint. Cost to ride the bus should be less than fees (see below) to drive your car.</li> <li>7) I support an expanded trail network</li> <li>8) I support fees for parking at trailheads and/or accessing the canyons by automobile.</li> <li>9) The blueprint is sorely lacking in actionable details regarding management strategies for the CW. This lack of detail is concerning given the amount of detail provided for major investments being made to accommodate more users. Details of SPECIFIC mechanisms to manage the CW are required. I cannot support the blueprint without them. Where will high use nodes be located? What activities and what trailheads? Proposing a train up LCC and expanded bus service up BCC while not providing information on where and how to manage increased users is not a complete plan. The Recreation Idealized System has not been adequately incorporated into the blueprint.</li> <li>10) I do not believe the Mountain Accord proposed Blueprint is a blueprint. It reads as a vague proposal with no specific deliverables. A blueprint is specific. I have been attending public meetings and continue to hear that the Mountain Accord has left "all options" on the table to evaluate them in the next phase, the EIS study. I do not agree with this approach. I believe the MA should put together the best plan that has consensus, not "throw everything at the wall and see what sticks". The Central Wasatch is a precious natural resource. I do not believe that "finding out" what can be done after an EIS study is paid for and completed is a financially or publicly acceptable means for planning.</li> </ol>	3/16/2015

<p>Greetings,</p> <p>I have been monitoring and involved in the Mountain Accord process regarding the future of the Central Wasatch since it's inception. Having lived and recreated in these mountains for the past 20 years, the future of the Wasatch is very much of a concern of mine. That said, please see my official position on the Mountain Accord "Blueprint" below.</p> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>- I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</li> <li>- Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>- Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>- Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>- Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>- The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>- Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>- Snowsheds and/or bridges over side paths can/should be added for increased avalanche mitigation for the highway.</li> <li>- I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>- A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>- Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>- The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>- The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts).</li> </ul> <p>The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</p> <ul style="list-style-type: none"> <li>- At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional user pressure on the canyons.</li> <li>- I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>- I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</li> <li>- The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul>	<p>3/16/2015</p>
<p><b>Recreation</b></p> <ul style="list-style-type: none"> <li>- I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>- The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill).</li> <li>- Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>- LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>- I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>- I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>- I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>- I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>- I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>- I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>- I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>- I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range - that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p><b>Economics</b></p> <ul style="list-style-type: none"> <li>- I support enabling the ski resorts to utilize more water for snowmaking</li> <li>- I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> </ul> <p>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</p> <ul style="list-style-type: none"> <li>- I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>- I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p><b>Environment</b></p> <ul style="list-style-type: none"> <li>- I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</li> <li>- I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>- I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>- I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>- I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>Overall I have found the "blueprint" to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of important People who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.</p> <p>I am also VERY concerned about issues outside of the Central Wasatch (AF Canyon, Wasatch Backside, etc) and that they are not all being addressed collectively, but with separate task forces, committees, or other. My understanding was that the purpose of the Mountain Accord was to bring all interested parties to the table, yet it doesn't appear that way if, for example, Utah County has a different approach and process regarding access and use from Tibble Fork in American Fork Canyon with regard to how that could potentially play out with the land exchange to Snowbird in the Mary Ellen/ Major Evans gulch areas. It would make sense to me to bring all of these discussions into the mix so there is truly a cohesive and comprehensive potential for a plan going forward.</p> <p>It is with all that said that I do not support the "blueprint" in its current form. I am a strong believer in the Mountain Accord ideals and timing and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents/stakeholders' desires, if they are all willing to concede on some of their desires.</p> <p>Thank you for your efforts to attempt to make the Wasatch a place that all can enjoy for generations to come. ☺</p>	<p>3/15/2015</p>
<p>Thank you for giving me the opportunity to comment on the Mountain Accord Blueprint. I live in suburban Pennsylvania and go to school in Boston. Fortunately this year I had a chance to visit Utah. I came to Alta to ski. I found no problem with transportation into and out of Little Cottonwood Canyon and Salt Lake City airport.</p> <p>I fell in love with Alta. The natural beauty, the high alpine mountains and the serene, tranquil, scene gave me the feeling of a place apart. I liked walking and skiing in the canyon where I felt completely removed from my urban lifestyle. Consequently, I don't like the plans in the Blueprint which concentrate recreation hubs in Alta, installing a transit system connecting Alta with counties to the East by tunneling through the mountain to provide "faster" access, and concentrate developments near transportation and recreation centers. I would not enjoy being in Alta if it were to have an urban look and feel.</p> <p>I suggest you treasure the resource you have in Alta, and not try to put a larger human footprint thereon via a large-scale transportation system. Safety of the road could be achieved with covered structures in avalanche zones. Smaller, cheaper systems (buses, vans, carpools) reduce road traffic, pollution, parking pressures, and cost.</p> <p>As to the mountain accord plan there are many unresolved issues but there is one thing I am very sure of.</p> <p>The proposed land swap deal is, simply, a terrible idea. Any plan involving transfer of public lands, but in this particular case it's an invitation to disaster.</p> <p>Alta and the surrounding area is one of Utah's gems, and public access is, and always has been, a crucial aspect of that. Turning over control of that access to a private corporation, no matter what there for sure it's, it's a dangerous precedent. Not only can a private corporation change their policies at any time without public input or recourse, but the very real possibility of selling to a large corporation, such as Vail, is always present.</p> <p>A corporation like Vail would have the resources to develop and restrict public access to the area, as well as fundamentally changing the very nature of town, and thus the entire surrounding area.</p> <p>As a corporation from out of state, they will have no interest in the wishes of the residents of the town or of the citizens of Salt Lake Valley - their only interest will be in the bottom line.</p> <p>There are very few places in the entire country let alone in Utah as special as Alta. Generations of skiers and Salt Lake residents have enjoyed this area for what seems like forever. Change is inevitable, but such change as will destroy the very nature of the place is not. To remove the land from the public trust and assign it to a private corporation would be almost criminal.</p> <p>I cannot begin to express how strongly I am opposed to this.</p> <p>First, I would like to applaud the hard work and collaborative effort that has gone into producing the blue print for the Mountain Accord. I feel fortunate to live in an area where community leaders are taking a proactive approach to future land use along the Wasatch Front.</p>	<p>3/15/2015</p>
<p>My only issue with the blueprint at this point is a lack of protection for recreational opportunities for the free flying community along the Wasatch Front. As I'm sure you are aware, the Wasatch Front is a world class location for paragliding, hang gliding and speed flying. There is a large and vibrant population of free flight participants in Utah and specifically in the Salt Lake and Utah valleys. Paragliding, Hang gliding and speed flying are about as "low environmental impact" as you can get. Most of our use of the Wasatch Front is for the purpose of launching our equipment (that weighs as much as a mountain bike) and the rest of the time we are flying QUIETLY over the mountains. We burn no fossil fuels, leave no trace, and require only already established trail systems to get to our takeoff site. In fact, paragliding, hang gliding and speed flying are have a much lower impact on the environment than hiking, rock climbing and mountain biking. I can say this because I also participate in those activities and I regularly see the chalk marks and bolt scars on the climbing walls and the ruts, switchback cuts and erosion from the bikers and hikers.</p> <p>As low impact as free flight sports are, we are unfortunately often grouped into the "aviation" category by federal land managers who follow policy adopted decades before the advent of recreational free flight with bureaucratic blindness. My 20 pound paraglider, with no engine, and no means of sustaining flight other than what nature provides is considered to be the same as a noisy, gasoline guzzling Cessna 182 by federal land managers. That is why the free flight community in Utah is skeptical about a change to land designation along the Wasatch Front.</p> <p>I am a property owner, taxpayer and resident of this beautiful region we are all so lucky to call home. I share the same values that those who have put this blueprint for the Mountain Accord into place and strongly support the protection of our lands along the Wasatch Front. However, I can not support this blueprint without specific protections carved out for the free flying community in Utah.</p> <p><u>I would welcome a discussion with the Board in conjunction with our local free flight organizations on the protections that our community would require before I can support the Mountain Accord Blueprint</u></p>	<p>3/16/2015</p>

<p>The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE – including trans engineers who have looked into this project – knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</p> <ul style="list-style-type: none"> <li>At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</li> <li>The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Tax line.</li> </ul>	
<p><b>Recreation</b></p> <ul style="list-style-type: none"> <li>I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill till the tram runs and then it becomes downhill).</li> <li>Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. 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<p><b>Environment System</b></p> <p>The Environment System is the most important to pay attention to. It is vital to preserve the environment of the Wasatch. We depend on it for a clean water supply. It is aesthetically important to preserve natural values. We, the local citizens love the wilderness parts of our Wasatch. We need to preserve these serene, unspoiled areas to allow us to find some peace and quiet, and to recharge our souls. Do not let these wilderness areas to become less wild, even if that means making some land exchanges.</p> <p><b>Transportation System</b></p> <p>Any development of the transportation System must be carefully monitored so it doesn't run amok. Please avoid construction of trains or aerial trams. They would overly mar the visual and aesthetic appeal of these charming canyons. To support a peaceful Wasatch, please reduce traffic, by increasing parking lots in the valley and increasing bus access. Only buses should be allowed in the Canyons, with exceptions for emergency vehicles, delivery trucks, and maintenance crews. Also, increase bus service up Parley's Canyon to Park City and Deer Valley Resorts. But make sure they go by way of Parleys, rather than slicing right through our Wasatch.</p> <p>We don't need additional parking places or roads in the Wasatch. That just robs more of the scarce open land that is left. Most of all, please do NOT allow interconnects between ski areas, especially if they link one canyon to another. That would make our precious little Wasatch Mountains seem even tinier. That shrinkage would greatly reduce their appeal. The mountains are not a toy to be tinkered with.</p> <p><b>Recreation System</b></p> <p>The Recreation System should give equal rights to backcountry users. Keep plenty of areas where we who love to travel by our own power (not using ski lifts, helicopters, or other mechanized transport) can still have an enjoyable outing. We need to have a place where we can get far away from the sights, sounds, and smells of machinery. We need this to stay sane in this noisy, fast-motion world.</p> <p>Also, please focus on building more trails in areas such as the Bonneville Trail System on the benches, so there are still plenty of places for mountain bikers to go, without overrunning the Wasatch. Wherever mountain bikes are allowed, the trails will need extra layers of maintenance due to the erosion caused by the bikes.</p> <p><b>Economic System</b></p> <p>The Economic System should focus on buying up tracts of land to preserve them from further development. It will only get harder and harder to do this as time goes by. Save the land now, before it is too late. Charge entry fees to help pay for this.</p>	3/16/2015
<p>Hello I have been following the Mountain Accord process with great interest and I have studied the proposed "blueprint" and attended a question and answer public meeting. I'm extremely excited with this once in a lifetime opportunity to bring some finality to the future of the central Wasatch. I'm in these mountains trail running, hiking, mountain or road biking, and camping at least once a week. I love Utah and the amazing recreation it has to offer. These are my formal comments regarding the "blueprint" put forth by the Executive Board. My name is Lori Harvard, and I am the director of the Utah High School Cycling League nonprofit organization. The League was founded in 2011 under the National Interscholastic Cycling Association, with a vision to enable every Utah teen to strengthen body, mind, and character through the life-long sport of cycling. We have seen incredible growth and anticipate ~1500 registered student athletes participating in 2015 along with 400+ registered coaches. Please visit our website <a href="http://www.utahmtb.org">http://www.utahmtb.org</a> to learn more about us. Because the league is mountain bike specific, our program has had significant impact on the mountain biking trails along the Wasatch front. Our high-school based teams start season practice July 1 and finish November 1 (with 5 races taking place September through October). Most teams typically practice 3-4 times a week. We have placed significant pressure on Corner Canyon and Draper City to meet the needs of the teams. Families simply don't have the time to drive significant hours on weeknights to hold team practices in Park City. Plus, teams need areas that have trails to accommodate a wide range of skill levels (from beginner to varsity racer). Many students now ride all year long with their friends and families too. With regards to the trails portion of the Recreation Proposal, I am in favor of more trails. However, I feel Mountain Accord is not taking into consideration the significant impact our organization is having on mountain bike trails. We are statistically finding that 60% of dads and 40% of moms are getting into cycling as a result of their student being in our program. It's the only high school sport that is family friendly and many families are being turned on to this new form of family fun. Additionally, 90% of our students in 2012 were new to mountain biking. Many had never ridden off road before. We are introducing thousands into this sport that Mountain Accord did not anticipate when considering trails. The Wasatch Front mountain biking community has already significantly increased in size since you began your studies. The mountain bike trails proposed don't meet the current needs, let alone a doubling in population overall. Below are my comments regarding the overall blueprint. Recreation</p> <ul style="list-style-type: none"> <li>I am in full support of creating a trails network in the upper reaches of the Cottonwoods.</li> <li>These trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill until the tram runs and then it becomes downhill).</li> <li>Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry.</li> <li>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas.</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail. ☹</p> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>The transportation situation in Little Cottonwood is unsustainable on many winter days and something has to be done. I believe bus service is the best option to solve this problem and do not support light rail in the canyon. The canyon can't sustain the damage that will come from building a rail line and the public can't afford the cost of rail line.</li> <li>Adequate parking near the mouth of the canyon are critical to the success of expanded bus service.</li> <li>Expanded bus service should be tried prior to any commitments to adding lanes to the LCC road.</li> <li>Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with adequate parking at the mouth of the canyon.</li> <li>A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown.</li> </ul>	3/16/2015

<p>The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</p> <ul style="list-style-type: none"> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>• The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed. The question should simply be "Is this a solution that as a user of the Central Wasatch would actually use and be willing to pay for?"</li> <li>• At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>• I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>• I am in full support of a train/light rail system linking the Salt Lake Valley with Park City.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>• I support enabling the ski resorts to utilize more water for snowmaking.</li> <li>• I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>• I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that primarily benefit only ski resorts.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>• I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>• I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area.</li> <li>• I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>• I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation. In summary, I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing. We have to do all we can to reach agreement and take advantage of the chance to resolve these issues. If we don't, it may be too late to save the Wasatch five or ten years down the road.</li> </ul>	
<p>I've been dreaming about living in Utah since I first came there at the age of 4 so don't do anything that changes Utah to much</p>	3/16/2015
<p>I would like to see all the wasatch mountains given back to the public for foot traffic only, it sounds silly but to me it is as cool as zion or Bryce or any other national park, anyone that cares about natural beauty could agree that roads and lifts a...</p>	2/21/2015
<p>Word Doc.</p>	3/16/2015
<p>Linking all resorts via tram is dumb. Who in their best day can handle even one resort? And, who around here can afford another price hike? Improving public transit is an easy fix- it helps everyone- not only a handful of profiteers...</p>	3/16/2015
<p>Many people do commute between the two and improved transportation links between the two will be costly and necessary. Building either the BRT or the LRT will be enormously expensive, and adding on the superfluous tunnels will run to the billions of dollars. The big beneficiaries, especially with the tunnels, will be the resorts making this alternative as presented an unconscionable public subsidy for the resort industry and a total rip off for taxpayers. Where will the parking be located for personal automobiles of those who will be expected to use the mass transit alternatives proposed for the canyons? Parking solutions are not discussed in the blueprint, but must be an integral part of any workable alternative transportation plan. The distribution of population along the Wasatch front and the continuing role of the car makes accommodating parking essential to any transportation proposal even if the light rail system is eventually connected as a feeder for any of the canyons. The mouth of Mill Creek is already congested with vehicles of cyclists, runners, and the few who conscientiously carpool from the bottom of the canyon. Where would those expected to use a shuttle bus be expected to park? Lastly all transportation planning suffers from a similar shortcoming, what in economics is called "induced demand." If you build more infrastructure in all likelihood usage will simply (and always quickly) increase until maximum capacity is once again attained. Land Trades and Boundary Expansion: Permanent protection for Emma Ridge, Flagstaff, and Superior would be all positive developments though I question for various reasons that they would ever be subject to development anyway. All are steep and south facing making them less attractive terrain for resort expansion. I already assume Snowbird's expansion further down towards American fork a foregone conclusion. Out of the various land trades for which Snowbird would be a beneficiary the most important to me in addition to the north side of the canyon would be the permanent protection of the White Pine drainage. Offering I question the feasibility of resort expansion in that direction I would take some comfort in once and forever removing that piece of real estate from future risk. White Pine is one of the most popular backcountry skiing destinations in Little Cottonwood Canyon offering diverse and spectacular terrain on multiple aspects. The old adage about real estate is "Location, location, location..." This seems particularly apt in characterizing the benefits that will accrue particularly for Solitude in the proposed expansion of resort boundaries. Without expanding lifts Solitude would take direct possession of a popular backcountry area called Flannigans where I have skied for many years, controlling that piece of terrain will insure the de facto appropriation of the nearby and even more popular backcountry area known East Silver as resort side country. With possession of Flannigans which would forever be lost to backcountry skiers, traffic from the resort allowed through gates could access East Silver Fork reentering the resort at the existing Honeycomb lift. The impacts of side country appropriation by a resort was amply demonstrated by the overrunning of particularly Dutch Draw, and McDonaldis Draw, but also upper Desolation and Bear Trap drainages by resort skiers from the Canyons using the 9,990 lift. Both Flannigans and East Silver Fork areas are high elevation, with substantial North facing terrain and choices for less avalanche exposed skiing. The Honeycomb area already gives solitude a substantial amount of similar terrain that is largely underutilized. I am unequivocally opposed to expansion in this area. The impact on a popular backcountry area would be profound and permanent. The parcel Solitude wants to acquire which I assume is parking or some base area parcel should be enough.</p>	
<p>Alta's proposal offers them much while requiring that they give little or nothing in exchange. The publicly funded transportation system would reduce their need for onsite parking freeing space for further development on the 258 acres they expect to get from public land at the base of the mountain. They want culinary water for 108 rental units yet they still expect to add a big swath of new terrain to the resort. As far as I'm concerned Alta can have those things, but if, and only if they give up something of significance in exchange. That something must be their permanent relinquishment in perpetuity of any right to build lifts in either Grizzly Gulch or alternatively up Tuscarora. Permanent protection of some kind should be extended to include all the terrain between the current resort boundaries of Solitude, Brighton and Alta protecting the areas adjacent to Tuscarora, Wolverine, the cirque and the Twin Lakes pass. The Grizzly/Twin Lakes area is one of the most popular backcountry skiing destinations in the Wasatch. Leveraging alta's aspirations for expansion to gain something of lasting value is timely. A failure to use this moment to preserve dispersed recreation at the top of Little Cottonwood Canyon would be unconscionable. Hidden Canyon has been Brighton's "side country" since before the term came into popular use. The area can be difficult to access in the winter except from the gates at the top of the Great Western Lift or from the bottom. Still, Hidden Canyon is north facing and high elevation, and worth keeping as undeveloped. Since Brighton wants a large piece of public property at their base I question the justification for throwing in a significant permit expansion too. What they give up doesn't add up as a fair exchange for all of the proposed largesse. Snowbird's proposed trade and boundary expansion as articulated in the blueprint is the only one that might result in a net public benefit. Alta wants a lot, but wants to give virtually nothing of import in exchange. Brighton and Solitude, especially Solitude, also appear to get public land valuable to their operations and give up far less in exchange. In summary I feel that current recreation use is balanced and needs to be managed in its current ratios. Resort growth particularly focusing on the destination skier market is antithetical to the interests of the greatest number of users. Sustainability is achievable in their current footprints. I believe there is a peak carrying capacity for the Wasatch and if the blueprint wish list is fulfilled that capacity will be exceeded. Transportation systems should be incrementally developed to reduce the scale of personal automobile use, but done in an environmentally and fiscally responsible way.</p>	3/16/2015
<p>Please do NOT create any links (tunnel or aerial) between the BCC, LCC, and the Wasatch Back. Adding these links will only increase the load on the canyons. Also, do NOT have a light rail up LCC - it will destroy the beauty of that canyon.</p>	3/16/2015
<p>So... 1) NO tunnels or connections between the canyons and Park City and 2) NO train up LCC.</p>	
<p>Hi there,  I am a researcher at the University of Utah, specializing in soil and watershed science. I just finished reading the Mountain Accord Blueprint, and I have a follow-up question as an environmental scientist. Is there a detailed plan to conduct assessment and monitoring of soil, watershed, and wildlife health in the central Wasatch, pre and post implementation of the accord? The blueprint seems to call for adaptive management, but in order to assess whether changes in land management and transportation are causing undesirable ecological/biophysical changes, we need good baseline data. Are there plans in place to gather such data? Which agencies (state, federal, university, private) will be involved?  Thank you for answering my question, and thank you for your work on this important issue.</p>	3/16/2015
<p>A recent environmental report provides six alternatives, in addition to the "no build" option. As reported by Laura Nelson in the March 6, 2015, LA Times (<a href="http://www.latimes.com/local/lanow/la-me-ln-710-freeway-report-20150306-story.html">http://www.latimes.com/local/lanow/la-me-ln-710-freeway-report-20150306-story.html</a>), construction alternatives include a bus system, light-rail, freeway tunnels and upgrades to the existing surface streets. However, as the freeway is reported to be a "flavored" route for trucks between ports of Los Angeles and Long Beach and distribution centers in Los Angeles County, it is questionable whether buses and light rail meet the economic, transportation and environmental concerns at issue. Further the article reports, the freeway connection options require a 4.9 mile tunnel, at a cost of between \$3.1 to \$5.6 billion, takes 5 years to build, and might involve a use toll AND a</p>	
<p>The quickest and cheapest stated alternative, complete in 2 years at a cost of \$105 million (&lt;3% of the tunnel option), was to make existing freeways and roads more efficient through metered on-ramps, synchronized traffic signals, and flex-lanes for peak hours. Perhaps meeting the transportation congestion, but not solving the quality of life issues and environmental concerns in affected neighborhoods and the region. The Central Wasatch currently has high value as a "natural" resource. It contains limited development, is not a commercial center with high-rises nor dense populations. As more and more people settle in the Salt Lake Valley and in Summit County, the Central Wasatch's value as a "natural" resource will only increase. That value will be destroyed by allowing un-fettered use, uncontrolled transportation access, and funneling people into recreation hubs. In the end, the only "solution," will be to limit access, restrict the numbers of users, restrictions on water available for residents and visitors. Impose those limitations now to maintain the value of the "Natural Resource" we have. I am in favor of restricting flows in the Canyons; this could be metering during peak travel periods: to only high occupancy vehicles and express buses to the resorts, limited by their seasonal carrying capacity (higher for Snowbird and lower for Alta Ski Lifts). This would be a cheaper solution, available more timely, and wouldn't involve increased construction, save for possible snow sheds to protect the roadbed from avalanche dangers. If Summit County residents and users need better transportation to downtown Salt Lake City and the international airport, the obvious solution is the transportation corridor of I-80, not</p>	
<p>However, global warming is also of very real concern, in that same planning horizon, and beyond. The winter of 2015 has thus far demonstrated a drought. While winter is not over, and certainly it is possible and even likely additional snows may fall on the Central Wasatch, the thus far, low-snow year should be a reminder to all that this snow, and the water that it turns into come spring, are not certain. Not in quantity, nor seasonally, let alone annually. Recreational opportunities should not be seen as without limit either in winter or summer. Should the Central Wasatch continue to experience winter droughts, increases in population will not be supportable, either recreationally nor residentially. Look at the problems experienced in California as persistent droughts have reduced the snowpack in the Sierra Nevada mountains and reservoirs are not adequate to supply culinary waters for all residents. This month, for example the Mammoth Lakes water district is urging residents to conserve, following a fourth year of drought. (<a href="http://www.sierawave.net/3355/mcwd-urges-increased-conservation-awareness/">http://www.sierawave.net/3355/mcwd-urges-increased-conservation-awareness/</a>) With drier seasons and extended droughts, there will be less water for both residents in the canyons and in the valleys, less water available for snow-making, culinary needs, and landscaping. Quality of life issues may become of greater importance as people move and business re-locate to areas where water is prevalent and abundant. Water and its supply has been a driving force for much of the history of the Western United States from early exploration, settlement, and initial urban expansion and beyond. But water quantity and quality have been a strong limiting factor in both location and policy. The Blueprint does not address these possible declines in water with its plan to put a rail line up Little Cottonwood Canyon, and then tunnel through to Big Cottonwood Canyon, and eventually beyond to Park City. The potential for further diminishing potable water is highest with a tunnel and increased construction to provide for a rail line up Little Cottonwood Canyon, tunneling through mountains, as mentioned above. Using ground water to prolong a recreational ski season by making snow, reduces the water then available for culinary use for that season. I can not address the timetable for re-stocking of the ground water aquifers, nor whether there is any net loss to local water occurs when converting water into snow through the use of snow blower machines, even if it melts again in the Spring to return to the ground water... Third, the Cottonwood Canyons offer recreational opportunities. But, those opportunities have limits. The boundaries encompass what the terrain can support while simultaneously providing a quality experience for the "recreat-or." People come to these canyons for the NATURAL beauty they provide. The majestic mountains, the high tarns, the creeks trickling into streams, the wildlife present due to the presence of their native habitat, be they wetlands, alpine, or sub-alpine, and the abundant summer flora, untrammeled by man or machine. Just as the National Park Service became aware of problems with a public "loving it to death" relating to many national parks, we who love Alta, should recognize and should take steps NOW to protect the treasure of the Central Wasatch from over-development and over-use.</p>	

<p>Inadequate parking, economic need for expansion of the ski resorts, and the need to transport people from Park City to and from the Cottonwood Canyons to ski are addressed by a train. However, they are also addressed, more economically, on-line faster, and more environmentally, by rapid bus transit, with expanded parking structures at the existing park-n-ride lots, and express buses. State Road 210 would continue to provide vehicular traffic up and down Little Cottonwood Canyon. The Blueprint does not recommend eliminating that road to be replaced with a train. Indeed, supplies to residents and on-mountain businesses would need to continue to be delivered door-to-door.</p> <p>Fourth, the need for more beds for guests in Little Cottonwood Canyon is not addressed either by the Blueprint's train, nor any of the other transit options. Land swaps giving Alta Ski Lifts 108 beds in the base facilities zone does provide "more" beds, but that number is insignificant compared to the projected population growth and the projected additional tourists.</p> <p>The road continues to exist and needs maintenance to keep it snow free and passable. A rail bed would need similar, but different maintenance, to allow free-flowing rail operations. Snow sheds would be needed to protect the track and cars from avalanche dangers. But State Road 210 would continue to need to be plowed, dusted and protected from the same dangers, at the same rate. Maintenance and operation of both systems means additional costs. However, a dedicated bus lane rapid transit, could be protected by the same maintenance operations in place for the road. Or, State Road 210 could be expanded to three lanes, one operating as a flex lane, depending on the needs of the time of day. Increased, express buses and routes, would reduce the need for expanded parking at the ski resorts.</p> <p>Beds are in large supply in Park City. The Blueprint rail plan would simply move the people from those beds into the Cottonwood Canyons to recreate, and return them at the end of the ski/hike day. This certainly benefits the ski resorts in those canyons and the hotels in Park City. It is hard to imagine how this benefits the people and communities of Alta, Silverfork, Solitude and Brighton. Those communities would see a wintertime daily influx of people who would come, spend little money other than at the ski resorts, yet use water resources in those communities, leave behind garbage and contribute to congestion on the mountain slopes in winter and trails in summer all to be cleaned up by the local residents.</p> <p>Fifth, while there is a proposed land swap, the swap discussed is apparently separate from Grizzly Gulch, identified in the "Proposed Cottonwoods Canyons Land package," as that area is simply noted to be "under consideration." Any proposal with significant land areas either outside the bargain, off the table, or negotiations yet to be concluded, is no "proposal." If and when there is indeed a proposal that includes all the land in question, then a "proposal" is ripe for public comment.</p> <p>Sixth, a train does not disperse recreational users. On the contrary, riders would all depart the train at the station. They would then be on foot. They would likely access the closest facility. Purchase lift tickets from the closest ski resort to the station, mandating stops at each resort, and each base area at each resort. In summer, users of a train would either all depart the train for the closest hiking trails, making them exceedingly crowded, or need to be shuttled further to more remote trailheads. Alta taxpayers currently fund a summertime weekend shuttle to move visitors from the base facility up two and three miles, respectively, to the Catherine's Pass and Secret Lake trailheads. Despite an abundance of parking at both base areas, visitors choose to drive as far as possible, and park before getting out of their vehicles. These hiking routes are very popular now, consequently, people frequently experience long waits for shuttles that operate on a non-stop schedule for eight hours from the Albion base facility. A train would not improve this situation, and would instead lead to more over crowding on the trails.</p> <p>Limiting use is the only rational solution. Buses are present, but not enough and they do not operate with full schedules either in time or season. The buses operate in "milk-run" fashion, rather than expressly from a park-and-ride directly to a particular resort. Single-occupant vehicles are the primary road users in the canyons. That has not changed, even with a free bus provided with one's ski season pass.</p> <p>It is unrealistic to believe there would be any difference should a train be implemented. Mill Creek found that unlimited use of the canyon by some dog owners' thoughtlessness caused an abundance of canine feces. They did not propose a train to bring more people to the top of the canyon. No, the change implemented was restricting the days for dogs, and a stronger suggestion to pick up after one's pet.</p> <p>Most national parks, Zion included, have found visitor numbers to be on the rise. A train was not conceived and is not operated into the fullest reaches of the park. Nor was the goal to bring as many people as possible into the park. Building additional facilities to house all folks interested in staying in the park was not sought or achieved. Instead, one applies for a limited number of permits in order to camp, visitors park and ride a shuttle bus within the park. It is safe for bicyclists to operate simultaneously on the same roadway through the park.</p> <p>These ideas work in other recreational areas of natural beauty. The operators of those areas did not need new, large infrastructure solutions, yet they provide economic benefits to surrounding communities, and they did not permanently alter the natural, and in places, delicate beauty of the very parks themselves.</p> <p>STOP thinking that a train is necessary. It is NOT. Such a train would be costly in both first costs and annual maintenance. Building and maintaining snow sheds would be necessary to protect the track from avalanches—sheds would also protect the road, but funds have never been found for such construction. Absent a tunnel or aerial connection, getting folks speedily up the Cottonwood Canyons, solves no problems, because they must also each day, and safely, be transported back out again. Aerial connections are dangerous due to the above mentioned avalanches. Tunneling in Grizzly Gulch is absurd; construction costs would be beyond enormous, plus the environmental costs high due to the likelihood of encountering old mining shafts. Those shafts likely contain highly toxic substances, the disturbance of which could pose substantial health risks to all. The area for a proposed tunnel through Little Cottonwood Canyon into Big Cottonwood Canyon would bore through areas which now involve the natural percolation of water from snowmelt both safely and in a sound environmental process, into aquifers that eventually supply culinary water to the Town of Alta, and the residents of the valley below.</p> <p>William O. Douglas asked, "Do trees have standing?" While that question has been cited many times, I firmly believe our trees will no longer stand if we begin down a path to open up development of the canyons by allowing, facilitating, and encouraging unrestricted, ever increasing users in winter and summer with a rail line.</p> <p>Thank you for reading and collecting comments on the proposal</p>	
<p>I represented the residents at the mouth of LCC. I have two fundamental problems with this Blueprint. I'll keep it short. 1. I think that part of this aggregation is flawed. All of the individual SGs put together their ideas, expectations, concerns etc. these were bundled up and sent to the board. There was no opportunity for the SGs to interact and possibly come up with better ideas or solve conflicts. Bad way to get to any type of consensus. 2. Utah County was never part of the conversation. LCC is either the beginning of the trail or the end of the trail. The pressure on this canyon will be tremendous. I understand that there is potential to access the top of LCC through Spanish Fork Canyon. I also understand that the legislature allocated funds to UDOT to investigate the feasibility of using SFC to relieve the pressure on LCC and BCC from the south. This was never on the table.</p> <p><i>In my opinion, the fact that two portions of the reservation CCCC would be left in Utah county because there could not be access through CCF to the west side road through Remon Canyon was the driving force behind CCCC.</i></p> <p>Hello, I have a few comments/suggestions related to the Blueprint. These are my personal opinions as a local resident, and not those of Western Water Assessment. On the Cottonwood Canyons Scenario, the land swap seems to be contingent on a mountain rail system, which is just one of the transportation alternatives. Also, additional water for snowmaking is pretty vague, where is this water coming from, where is it being used, how much, whose water rights etc? On the Transportation Corridor Purposes and Alternatives, The Zion shuttle model for Big and Little received significant support from the Environmental Systems group, and meets and potentially meets all but purpose #4, but was not even mentioned as alternative to drop from consideration. Meanwhile construction of a new exclusive gateway for either BRT or LRT and tunnels or aerial transport will likely have very significant and adverse impacts purpose numbers 1 and 13, especially during construction, and quite likely into the future. Related to an expanded recreational trail network, a bike path connecting the existing path at the mouth of Parley's canyon and utilizing the old highway, and frontage roads could be connected with Parley's summit and the frontage roads on both sides of the highway. Nearly all of this corridor already exists, and would allow for the connection of GLC trails, East Canyon, and Park City area trails. In addition to being a great recreational resource, it could also be utilized by bicycle commuters in conjunction with improved bus service along the I-80 corridor. On land and open space protection, I support wilderness designation areas of wilderness character that have previously been proposed. Other areas should be protected at the highest level appropriate to existing conditions.</p>	2/11/2015
<p>That sounds to me like, regardless of the final Blueprint, we'll ultimately go back to the application and protest/lawsuit model that we have become accustomed to. For the record, I need to make it clear that these are my opinions as a participant and do not necessarily represent the position of my employer, the Utah Avalanche Center. From the perspective of the Utah Avalanche Center, any actions that would put more inexperienced backcountry users in uncontrolled terrain, such as new lift alignment with gates allowing more inexperienced skiers to exit resorts and enter backcountry terrain or connections between upper canyons that would facilitate canyon-to-canyon skiing with easy return, would likely result in more avalanche accidents and would increase demand for our services, a scenario we are accustomed to dealing with.</p> <p>I'd like to update my comments, based on some recent discussions with MA participants and a greater understanding of some of the issues. Regarding the CCTF:</p> <p>I am disappointed that the process was kept secret from the Systems Groups, or at least no effort was made to let us know that the process was taking place. There is a lot of public distrust towards this process and a lack of transparency doesn't help our cause.</p> <p>I think a much better job could have been done to communicate the entire process from the beginning, to put MA in perspective and help the public understand what we are trying to achieve and how ferociously complicated it is.</p> <p>I am dismayed to see a lift connecting Park City and Brighton. I think all the Systems Groups were in agreement that an aerial lift is not a transportation solution and evidently someone in the Executive Committee felt that was important enough to ignore that portion of the Systems Group recommendations. So it appears that MA still supports pet projects with little regard for widespread support to some degree.</p> <p>I would also object to leaving Grizzly Gulch as undecided. That is a key piece of recreation terrain and a key piece of watershed. Leaving that out is a big problem and doesn't do a lot for the perception Alta's role as a reasonable group participant and community member. We can do better than that.</p> <p>I was also disturbed to see that a key statement from the Recreation Systems Group regarding the value of and desire to protect some wild places accessible only by human power was deleted somewhere along the line. Again, it feels like some stakeholders have more influence than others.</p> <p>I don't think enough consideration has been given to the impact of the proposed interconnection and potential lifts on backcountry recreation. Making it easier for large numbers of lift skiers to access ridgelines to turn existing backcountry into sidecountry impacts the backcountry experience and influences user safety. This combined with anticipated impacts of climate change will seriously degrade and reduce winter backcountry recreation in its current form. I'd like to see some investigation of how users can specifically be prevented from accessing backcountry terrain from lifts in some cases if the proposed network of tunnels and aerial lifts comes to pass.</p> <p>It seems a bit disingenuous to put such a high priority on appeasing the desire for economic growth focused on resort growth, given that lift-served skiing is on a steady national decline that is highly likely to increase with climate change and economic polarization. Certainly it makes sense to address the recreation desire for more summer recreation opportunities, but to hold out the promise of more winter jobs and tourism dollars seems irrationally optimistic. It makes sense for the resorts though, given that most of the investment to promote winter tourism will be paid for by the public.</p> <p>With the above exceptions, I am generally ok with the plan, especially in the spirit of watershed protection, given the inevitable effects of climate change, the overriding worship of private property rights and economic development in this state, and the MA objectives. Providing additional trails and improving public transportation into the canyons is well addressed and this may be our best opportunity to secure long term watershed protection. At the same time, I am saddened to see the writing on the wall that the recreation and environmental aspects that I personally value steadily declining as we turn ski resorts into amusement parks for the wealthy and pack more and more people into a smaller space. I think we all try to build something of value for the future and for me personally this has become a quest to create the least bad future. That is part of the reality of climate change, population growth, and the ability of private property rights to trump public benefit.</p>	2/23/2015
<p>4. The train is an acknowledged marketing effort. Those dollars should be used to support BRT.  5. The BRT will meld well with the proposed Town of Alta base facility plan.  6. The BRT will be much less disruptive to the watershed than the train would be.  7. The BRT makes use of an existing roadway to provide a viable transportation solution while mitigating environmental and character impacts to our canyon.</p> <p>Below are links to the Mountain Accord and several articles for background.</p> <ol style="list-style-type: none"> <li>1. Mountain Accord Proposed Blueprint for the Central Wasatch Mountains.</li> <li>2. Cottonwoods Canyon Negotiations Taskforce by Save Our Canyons.</li> <li>3. We're Not That Special by Tom Clyde (Park Record).</li> <li>4. Slippery Slope; Canyon Conservationists have to give a little to get a little by Colby Frazier (City Weekly)</li> <li>5. Transit, recreation focus on grand plan for the Central Wasatch by Jason Lee (KSL.com)</li> </ol> <p>If you believe in our efforts to protect the Alta Experience, please show it by making a donation to help us continue.</p>	
<p>Your questionnaire, like much of the Mtn. Accord "process" was poorly designed. Below you will find my comments. However, in your questionnaire with the last question you gave the reader three choices, where were, "Very well, well, and neutral". By way of analogy from my teaching that would be like telling your teacher you can give three grades: A, B or C. I guess since we live in Lake Wobegon where everyone is "above average" your rating system makes sense. But, for those of us alien to your culture of dollars and development you need to do need a D, an F, or, more preferable to be neutral, an Incomplete. The corridor option does not have enough well researched options to be considered anything but incomplete. FIRST COMMENT</p> <p>The preceding questions limit the range of response and, thus, limit meaningful input. In that sense it is a perfect representation of the Mtn. Accord "process". That is, three of the four speciality group - recreation, transportation and economic development - were in harmony about their collective desired outcome. As a result the "Blueprint" represents their desired process and outcome.</p> <p>However, the fourth speciality group, environment, raised and continues to raise significant concerns about the "Blueprint", specifically the transportation options. Thus, those of us who have spent significant time in the Environmental Group are disgruntled to the point of rebellion because our scientific/analytic concerns have either not been addressed, or we are told, "don't worry, those concerns will be addressed in phase two". Another words, believe us (particularly the paid consultants, who will disappear when the money disappears) because we have everyone's best interest at heart. To quote a 20th century political icon, President Ronald Reagan, "Don't trust, verify". Where in the Blue Print, or in the long and expensive lead up to the Blue Print does the environmental group have any verification that their legitimate concerns and questions will be answered and/or addressed? They don't. So, in conclusion, the Blue Print really ought to be called a "Dollar White Wash".</p> <p>SECOND COMMENT</p> <p>See earlier comments. The public needs to know where the money is coming from, who will control how it is spent and what it is going to be spent on. As it is now, the beneficiaries of the money, i.e. UTA, the ski resorts and the developers, are saying this process is open, there are no hidden agendas, just trust us. That formulation is not a sustainable one and certainly doesn't breed confidence in the tax paying public.</p> <p>THIRD COMMENT</p> <p>The executive committee and members of the environmental speciality group need to visit Cupertino, California to see what Google and Tesla are doing with driverless buses, as well as, to Detroit to see what General Motors and Ford are doing on the same topic. To date the only research which has been conducted, to my limited knowledge since I don't work for UTA, is on the desired rail system.</p> <p>In closing, our ancestors left us an amazing environmental treasure, THE CENTRAL WASATCH. We are at a juncture, particularly with our fertility rate, where we must make some environmentally sound and expensive decisions. It is not a question of an ROI, but instead a question of what future generations will inherit. Will they question our money driven wisdom, or thank us for our conservative preservation?</p>	3/5/2015

<p>Hello</p> <p>I have been very involved in the Mountain Accord process from the inception as a member of the Recreation System Group, and these are my formal comments regarding the "blueprint" put forth by the Executive Board.</p> <p><b>Transportation</b></p> <p>I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</p> <p>Providing copious parking near the mouths of the canyon would be a critical component of this.</p> <p>Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or a installing a train)</p> <p>Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</p> <p>Incentivize ridership by making the bus fee free or only a nominal price.</p> <p>The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</p> <p>Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</p> <p>Snowsheds and/or bridges over side paths can/should be added for increased avalanche mitigation for the highway.</p> <p>I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</p> <p>A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</p> <p>Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</p> <p>The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers. The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</p> <p>The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE -</p>	<p>3/9/2015</p>
<p>(eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</p> <p>At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons, enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somehow more people up the canyon to put only moderate additional use pressure on the canyons.</p> <p>I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</p> <p>I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</p> <p>The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</p> <p><b>Recreation</b></p> <p>I am in full support of creating a trails network in the upper reaches of the two canyons</p> <p>The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill).</p> <p>Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</p> <p>LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</p> <p>I support the permanent protection of the Emma Ridges to Superior ridge/line from development.</p> <p>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</p> <p>I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</p> <p>I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</p> <p>I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</p> <p>I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</p> <p>I am in support of modifying wilderness boundaries to accommodate the Bonneville Shoreline Trail.</p> <p>I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</p> <p>I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range -that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</p> <p><b>Economics</b></p> <p>I support enabling the ski resorts to utilize more water for snowmaking</p> <p>I support adding potential land and zoning for additional development at the various resorts' bases.</p> <p>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</p>	
<p><b>Environment</b></p> <p>I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</p> <p>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</p> <p>I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</p> <p>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</p> <p>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</p> <p>Overall I have found the "blueprint" (it should have been called a "proposal") NOT to be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of important people who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.</p> <p>I also feel that the survey questions are far too vague and their wording is misleading, and that using "statistics" generated from this survey will lead to incorrect conclusions regarding public sentiment.</p> <p>Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires, if they are all willing to concede on some of their desires. ☺</p>	
<p><b>Comment to Mountain Accord</b></p> <p>From Economic System Group Member</p> <p>Dennis Goreham 3/9/15</p> <p>My comments are broken into three short sections; 1) Blue print comments, 2) NEPA comments, and 3) Immediate steps.</p> <p>1)After reading through the Blueprint, there is very little I can't agree with. I think the Executive Committee and the Cottonwood Negotiation Task Force has done a good job identifying issues and trying to negotiate solutions. That said, I am getting more uneasy about what I am hearing at the open houses and public forums.</p> <p>The Blueprint outlines general recommendations resulting from these negotiations. The details we are starting to hear now are basically the resorts will swap private land in lieu of other considerations. On the surface these trades sound reasonable but the resorts are hedging their bets by basically saying the trades will happen only if they get everything they want. What if we get through this and the transportation solution does not quite get to what the resorts want, can they then renege on the whole swap. Or would they do a partial swap that could basically leave us with the same issues we currently have?</p> <p>I don't think any of us ever thought the results of the Mountain Accord process would result in quick fix, but with the stipulations the resorts are putting on the land swaps, it may never be done. But, it needs to get done!</p> <p>The resorts want to do some expansion and development so they need private land and water at their base. They also say that the land swaps won't happen if they don't get a transportation system that gets more people to the resorts. It seems obvious the only way to enhance the economy, ensure quality dispersed recreation, and protect the environment is to design, fund and construct a long term transportation system both to and up the canyons. That solution must meet the needs of the resorts and dispersed recreationists, and must also be environmentally sound. This must be done no matter what the cost. Nobody looks back now at transportation issues like the freeway through Glenwood Canyon and says it was a bad deal. It was very expensive, but was environmentally sound and boon to the region's economy. To be environmentally sound, it must protect the water and visual quality in the canyons.</p> <p>Once the land swaps are complete, the affected local governments and the Forest Service should consider designations for these areas that would protect them in perpetuity. This should also include acquisition of parcels owned by private land owners other than the resorts.</p> <p>2)At the public forum at the City Library on 2/18 Buck requested we add suggestions for issues to be addressed in the EIS</p> <p>The visual impact of various transportation solutions must be fully evaluated in the NEPA process. GIS data is easily obtainable to allow full and detailed analysis of every transportation scenario. GIS technology, the quality of DEMs, and the power of computers allow that each and every possible solution must be analyzed to determine line-of-sight impact. For example, an aerial solution up Little Cottonwood Canyon would require several very tall towers and could have a detrimental visual effect on many other parts of the Canyon.</p> <p>All GIS data, modeling applications, and results should be available to stakeholders and the public. Not just the final decisions.</p>	<p>3/10/2015</p>
<p>The residents of salt lake valley are fortunate to have such a collaborative effort in place. As the plan moves forward I would like to ask that the recreational opportunities of the free flying community be protected. I am a member of local organizations representing paragliders and hang gliders, speedfliers and speed riders, and basejumpers.</p> <p>As board members may be aware Utah is a world class destination for these sports and participants travel from around the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been notated as under consideration for enhanced protection.</p> <p>Flying sports in the wasatch can easily be documented as customary and have taken place for decades. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however we rely on access to multiple hillsides and mountain tops to launch or jump, along with various areas in the canyon bottoms for intended or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace.</p> <p>However we feel a potential threat from the mountain accord project. This is a shame because most of the projects goals and values are shared by members of our flying/jumping organizations. Many of us are also avid climbers, backcountry skiers, ultra runners and hikers. Some are also property owners in the wasatch.</p> <p>Unfortunately almost all of the federal land managers controlling wilderness, national monument, and national park land have severely restricted, but more often, prohibited paragliders, hang gliders and basejumpers. Generally we are lumped in with powered aircraft. Very often our pilots are aggressively harassed and commonly criminally prosecuted for both intentional and unintentional use of our public lands. This does not occur with land managers who administer national forest and BLM land.</p> <p>The wasatch is unique as our use of these lands will predate any change in designation and we expect to have continued access to our land.</p> <p>Our organizations would like a part of the discussion about land designation changes and to secure the right to continue our recreational use of our lands.</p> <p>I work, recreate, and hope to someday own a home in the canyons. I am born and raised in Utah and hope to continue to enjoy the recreation and quality of life which makes me so proud of my home state. I would appreciate the chance to discuss this facet of future proposals in greater detail with members of the executive committee.</p> <p>Thank you for all your hard work.</p>	<p>3/12/2015</p>

<p>Recreation System Group member, Mountain Accord University of Utah, Department of Parks, Recreation, and Tourism, NOLS Liaison Big Cottonwood Community Council-person President Evergreen Home Owners' Association / Liaison USDA Forest Service</p> <p>(the numbers on this list are not a rank order, they are used for convenience of organizing; these ideas are my personal opinion informed by my associations listed above but do not represent a consensus of any of those bodies)</p> <p>1. Resort Expansion Negotiated through a public process, the USDA Wasatch-Cache Forest Plan settled upon no ski resort expansion more than a decade back. Now, the Mountain Accord, through the nearly secret Cottonwood Canyons Task Force (CCTF) is telling us again – after the Mountain Accord is done with you – that's when there will be no more ski resort expansion. Ski resorts will always want to expand, this will never end unless someone says no-more. No more was said long ago with the Forest Plan so please respect those who negotiated and those who have lived under the no-more ski resort expansion. Giving the ski resort more land by the CCTF is not a compromise, a compromise is matching new land for ski resort expansion with land removed from ski-resort use. A true compromise would be a boundary shift retaining the same acreage, not a boundary expansion.</p> <p>The CCTF land swap and ski resort expansion is a bad faith agreement. The most critical piece of land, Grizzly Gulch is not even part of the agreement – hence more room for ski resort expansion after the Mountain Accord's turn saying no-more expansion. If Alta puts chairs on private property in Grizzly Gulch, then they negotiated with the public in bad faith about agreeing to no more expansion during the Forest Plan development. Again! Brighton into Hidden Canyon makes it easier to connect to Park City – sounds like One Wasatch. Solitude into Silver Fork makes it easier to connect into Grizzly Gulch and connecting to Alta. Solitude into Silver Fork only makes sense if there is a new chair on private property up to the Honeycomb Ridge overlooking Grizzly Gulch. This CCTF is nothing more than a One Wasatch in secret; all that is missing is the name One Wasatch! Ski resort managers are a smart bunch and like smart chess players, they make small moves now with the big move still eleven moves out.</p> <p>2. Resort Property consolidation Trading ski resort owned property (or a protective easement) for Forest Service lands at the base of the resorts has potential as a viable compromise. Examining this swap is a good goal for Mountain Accord. These properties outside the resorts, if truly protected from development can be worth the consolidated base development if the base development is kept low profile. The Brighton circle is a quiet community and may not appreciate a noisier neighbor of a nightlife ski resort. Please survey the residents first. The Big Cottonwood highway is already one of the most dangerous roads in Utah and adding more, and later night traffic will only contribute to a hazardous drive through the canyon.</p> <p>3. A Train and a Tunnel Giving four ski-resorts a multi- billion dollar train is misguided. The problem of the Cottonwoods is overcrowding. The train, like One-Wasatch are marketing attempts to lure out-of-state and out-of-country skiers. But we are overcrowded now, we can't handle more out of state and out of country skiers without losing in-state skiers and boarders. Long lift lines at Alta have finished driving many local people away from downhill skiing. The resorts and canyons are full. At best, a train will pack more people into longer lift lines and ski resort managers will insist on expanding yet again! This train is not a sustainable proposition. If getting cars out of the canyon is a goal behind the train, this is a disingenuous starting point toward that goal. Mountain Accord's Transportation System Group leader said at the League of Women Voter's presentation at the Salt Lake City Library that never did the transportation system group consider that public cars would be restricted in the Cottonwoods. Yet, that is a sustainable goal – that of restricting public cars out of the Cottonwoods – especially in summer.</p> <p>4. Cars and Public Transportation, shuttle buses, and trains Mountain Accord should study shuttle bus service over trains. The roads are already there. Car pool discounts, high tech toll booths with license plate scanners that allow payments on line or by phone in advance, should come long before trains are considered. Shuttle bus expansion is ready to go. Think about the absurdity of a train tunnel to Brighton. A train from Alta would drop people at Brighton, missing all the stops of picnic areas, hiking trails, and campgrounds in Big Cottonwood completely. With a train, a shuttle bus system is still required to take people down Big Cottonwood to the trails and sites, just to shuttle them back up to the train at Brighton in the evening to then ride the train all the way back down Little Cottonwood? Who are you kidding that Big Cottonwood can be serviced by a train running up Little Cottonwood and a tunnel at Brighton or Solitude? If the train runs between Brighton and Solitude, where will it go? There is a Church Camp, Nordic Track, private property, and a fire station completely blocking the way. Be honest, think it through; are you announcing an eminent domain taking of private property for an absurd train? ☹️</p> <p>5. Snowbird, American Fork Canyon, Superior Ridge to Grizzly Gulch The notion of a land swap in American Fork Canyon for the expansion of Snowbird in trade for protected land along the Superior Ridge and Face has potential. If Snowbird can demonstrate how they can be a better steward of the land over the out of control ATV use in upper American Fork/Mineral Fork area, there is room for some negotiation. No details seem to be available, but there seems to be potential for some land swapping between Mineral Basin/American Fork and face of Superior and Superior ridge. Shame on Alta for threatening to expand into Grizzly Gulch, Patsy Marley, and Tuscarora. That is blackmail or at least hostage-holding of these areas. When Alta negotiated on the Forest Plan, they agreed to no-more expansion. If they were holding out secret plans to expand on private property, they should give back the public land to the public for back-country use.</p> <p>6. Multi-use trails equal mountain-bike trails The Cottonwood Canyons are not Summit County where the terrain is gentler and wide open. The Cottonwoods are tight, steep, and constricted. Great for narrow hiking trails, poor choice for mountain bikes. Hiking is the traditional use of the Cottonwoods in the summer and mountain bikes endanger hikers and the time-honored peaceful experience of walking safely. Millcreek's odd / even days allow hikers to be safe half the time and endangered half the time. Mountain bikes are not natural, their pace is not natural, their mechanical clanging noises are not natural. What in nature goes at the pace of a mountain biker? What brings bigger fear to a hiker with children than a mountain bike coming downhill? Don't pretend that multi-use trails are hiker friendly. Mountain bikers are expanding into the back-country faster than the what in nature goes. Mountain bikes require a wider trail and cause more erosion. Digger' and skiddin' on a mountain bike causes far more soil erosion than dozens of hikers compacting the soil. The wide, gentle terrain around Park City is a better place to develop for mountain biking, not the steep and narrow Cottonwoods.</p> <p>7. Trails to parallel the Big Cottonwood Highway This part of the Mountain Accord deserves to be looked at more thoroughly. A low, on the hillside trail running from Cardiff to Brighton could be looked at. A trail to connect each side canyon to the next Big Cottonwood side canyon could help reduce a second car in one trailhead while driving another car to hike from the next trailhead. Many of the canyons connect at the ridge but there is only the highway at the bottom to connect them. This low trail might, I'm not sure, reduce dropping cars at, for example, Mill B while another car drives the mountain bikers to Guardsman's pass. But probably not, not sure many bikers are willing to bike a trail uphill to Guardsman's Pass like road cyclists are willing to ride that climb. Below Cardiff the canyon has a lot of private property along both sides of the road. This property may be too great an impediment for a low elevation trail below Cardiff. Down canyon of the private property may have too many cliffs to leave room for a trail – needs a closer look.</p> <p>8. Road Cycling the Cottonwood canyons A worthy goal of the Mountain Accord is to assist paving a bike lane going up each of the Cottonwoods. Road cycling is a growing recreation activity that causes zero harm to the environment and the most likely (after avalanche) to get the participant killed as the roads, parking, and traffic now stand. Widening the shoulder/lane and reducing the number of cars, both moving and parked, are excellent goals for the Mountain Accord. "Share the road" among other cautious signs and money for more traffic/parking law enforcement are good objectives for the Mountain Accord.</p> <p>9. Consolidating and supporting concentrated front country nature experiences (with bus stops) Silver Lake is a prime extant example of a fine front country nature experience. Doughnut Falls comes close, and the Willow Heights pond and trail could become another such, high quality nature experience.</p> <p>Willow Heights desperately needs a trail re-alignment to a lower gradient trail with benches along the way. More solid benches will be the most cost effective way to invite and support the casual hiker/walker who, judging by Silver Lake and other picnic areas, are possibly the greatest number of users in the canyon. Providing split log benches is a simple objective for the Mountain Accord. Short, low gradient trails (with benches) to or around distinct features such as water or overlooks, can provide a manageable, concentrated, high quality, nature experience within the time limits and physical constraints of a majority of summer canyon visitors. Trails to "overlooks" can be developed almost anywhere. A platform only 2 feet off the ground on the downhill side is seen as a destination for a short nature walk (you can guess that I recommend benches at the overlooks). Finding water features is harder but still possible. Give any stretch of water a unique name and people will find it a worthy destination.</p> <p>10. Wasatch National Monument National Monument designation is worth considering. Similarly to the Adirondack State Park, there would be private property within the monument "blue" line. This makes for difficult management but worth considering. The Forest Service operates several other National Monuments (Mount St. Helens, Newberry Nat'l Monument, perhaps more) so this is not precedent setting. It likely would bring in more money for management. It will definitely require more restrictions on access as it is likely to increase awareness and popularity of these already crowded mountains.</p> <p>11. Mountain Accord will recognize its areal limits Cottonwood focused on the Wasatch Mountains between the Salt Lake Valley and Park City. One of the loud conclusions the Mountain Accord should make is, "It doesn't all fit here!" Mountain Accord should support the concept of responsibly developing mountain recreation to the north, south, and to the west. Only restrictions can help save the nature experiences in the Mountain Accord zone, hence one of the preservation measures worthy of the Mountain Accord is to recognize the need for other entities to responsibly obtain opportunities in other nearby mountains. The Governor, Mayors, and the Legislature need to hear from the Mountain Accord that it does not all fit here. The State and County need to proactively start funding studies and providing opportunities elsewhere too. Mountain Accord needs to be a strong voice in promoting other outdoor recreation opportunities.</p> <p>12. Aerial Tram from Park City to BCC Keep the unique personalities of the different Wasatch canyons and ski areas separate. Brighton and Silver Fork are small mountain communities, not the sprawling appalling glitz of Summit County. Additionally, any aerial connection between canyons can only reduce the backcountry skiing opportunities which is already the scarsest form of available skiing. Let us not fight Ski Link all over again. The public does not want it. Get back to the Forest Plan as agreed to through a public process of no new ski resort expansion and no new chairs, tunnels, trans, gondolas; just stop expansion now. Thanks for listening! ☹️</p>	<p>3/13/2015</p>
<p>I travel to the Australian ski areas frequently and would like to share an observation concerning transportation to the major resorts in the Snowy Mountains in New South Wales.</p> <p>There are 2 major canyons that are home to the major ski resorts similar to the cottonwood canyons. The resorts are in a national park which is more similar to our national forest than our national parks. Access to the canyons is controlled by the park and a fee is required. The infrastructure to handle the tolls was extensive with pull outs, toll booths, and administration buildings.</p> <p>The rate structure last season was: per person \$11 ( including all those using private or public transportation) or per car \$27 season passes are available.</p> <p>These fees are collected by the park and have nothing to do with the resorts or lift fees and are in place at all times regardless of season. The fees go to the general fund and are not earmarked for the particular park.</p> <p>The seemingly large fee did not noticeably affect the number of vehicles using the area and on weekends it was Big and Little Cottonwood Canyons all over again with cars parked on the shoulder of the roads on both sides for 10 kilometers.</p> <p>Did I mention that the Perisher Resort also has a train? It does. ☹️ You should check out the Perisher Ski Tube web site and pay particular attention to the quality of the facility in the photos and also the price structure.</p>	<p>3/14/2015</p>
<p>At a recent Mt. Accord panel discussion it was mentioned that it may be hard for a family of 4 to pay the \$10 each for the train fair. Try the \$43 in Australia.</p> <p>The train is relatively close to the resort and the parking lot is huge. Is there really a community close to the canyons that would give up that kind of real estate for a parking lot that is used 5 months of the year?</p> <p>I travel to the Australian ski areas frequently and would like to share an observation concerning transportation to the major resorts in the Snowy Mountains in New South Wales.</p> <p>There are 2 major canyons that are home to the major ski resorts similar to the cottonwood canyons. The resorts are in a national park which is more similar to our national forest than our national parks. Access to the canyons is controlled by the park and a fee is required. The infrastructure to handle the tolls was extensive with pull outs, toll booths, and administration buildings.</p> <p>The rate structure last season was: per person \$11 ( including all those using private or public transportation) or per car \$27 season passes are available.</p> <p>These fees are collected by the park and have nothing to do with the resorts or lift fees and are in place at all times regardless of season. The fees go to the general fund and are not earmarked for the particular park.</p> <p>The seemingly large fee did not noticeably affect the number of vehicles using the area and on weekends it was Big and Little Cottonwood Canyons all over again with cars parked on the shoulder of the roads on both sides for 10 kilometers.</p> <p>Did I mention that the Perisher Resort also has a train? It does. ☹️ You should check out the Perisher Ski Tube web site and pay particular attention to the quality of the facility in the photos and also the price structure.</p>	<p>3/14/2015</p>
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<p>I was originally from South Florida. I believe that the transportation aspects to bring more people into the Park City district and area will be detrimental to the lifestyle of the Park City residents and their lifestyle. I think that there's a fundamental question that needs to be asked, not how do we bring more people into Park City in an environmentally safe fashion but why should we? There's no way to bring more people into Park City, whether it be in totally environmentally safe methods, without compromising the small town an idyllic countryside feel that we have in Park City. And I think that there's a fundamental lifestyle question that really should go to a referendum of the voters to see whether they want more people transported to Park City or do they want their current lifestyle. Thank you.</p>	<p>2/24/2015</p>
<p>I just want them to address the issue of water publicly. I heard no comments about water, and I heard one comment about wildlife, and I would like them to have a plan for - as long as we're going to join everyone together, I would like to be sure that the wildlife issues are included because at least here in the county we have a program in effect trying to make it easy for the wildlife to move about, and I would like that incorporated in the larger plan.</p>	<p>2/24/2015</p>

Water, again, already precious. Climate change making it more precious. More information about water and how it's going to be protected.	2/24/2015
If projects are going to be put into their master plan and they are going to ask the people of Summit County for their input on those plans, then there needs to be a price tag on those plans because otherwise you're voting for or against something and you have no idea what it's going to cost. And I think it's important to understand somebody is going to have to pay for all of this. It's going to have to come from sales tax or income tax or real estate tax, and I think we need to understand - if we're going to support something we need to understand the financial impact on us and don't see that happening either.	2/24/2015
I live in Silver Springs. If you build it, they will come. As soon as we start making access easier, it will attract not only people, but the attention of big business. As soon as we get corporate entities and corporate mentality on the trail, they are going to push through development and expansion and business and houses whether we like it or not. My experience has been that it's almost impossible for a small elected council like the people we get to stand the way of big business interests. So I would urge extreme caution about any easing of access. Second thought, mass transit is terrific, but it requires centralization. There has to be a concentrated hub of businesses and a hub of, say, residences or maybe a hub of parking so that it will make sense for people to use mass transit. If everything is spread out, it doesn't work so well, so the concentration at Kimball Junction is potentially a great example of what could be a mass transit hub. I think the way Kimball is getting expanded is probably not working in that direction. Things are a little too far. There's no central - no bus station walkability. So that kind of micro planning is really important. Growth is inevitable. So what we need to do is make sure that as growth progresses slowly, it beautifies the built environment, it makes our living areas more attractive and more beautiful an more appealing and more humanistic. So that's what we really expand, it's going to happen no matter what. I think the government bodies need to find ways to make the growth a wonderful thing and make it a beautiful and better place to be.	2/24/2015
Don't kill the goose	2/24/2015
Have one trail at each recreation point where it can be ADA/wheelchair accessible - not just from the parking lot to the start of the trail, but a whole trail/elevated wooden ramp the whole way.	2/24/2015
Pursue a light rail loop including eastern summit county SLC, PC, Coalville, Provo, Heber, Ogden.	2/24/2015
Convenient bus transportation. Lockers at ski area.	2/24/2015
Better seasonal weather lodges in Park City so the seasonal commute from SLC/Heber/Kamas could be mitigated.	2/24/2015
I believe that this whole Mountain Accord idea is good but what I don't understand is how you expect to pay for it. I know that you have your ways but as Julie Hooker said if it took that much to pay for studying it, it seems that it is too much of a reach to finish this project. Please talk about this more. Hannah Little - 9th Grade Student	2/24/2015
We're here because of population growth, water availability, and sustaining our viability. Why aren't we stressing this??	2/24/2015
We are all in denial. We have 4 choices and we don't want any of them. 1 - traffic jams 2 - widen roads 3 - ride buses 4 - pay for light rail. We need to choose to accept traffic jams or one of the other choices. I personally do not believe many of my neighbors will ride buses. I would not want to turn the turnpike into a parking lot and have other people in it.	2/24/2015
Who are you looking to for best practices to provide incentives to both residents and tourists to use public transportation in a resort community?	2/24/2015
Vail's gondola linking PCMR and canyons is an excellent example of the premise of Mtn. Accord. Park City states it has a traffic problem. Vail proposes to build a gondola so that one can park WAY outside of town and yet use skis and lifts for transportation. I'm surprised that the city AND county AND Mtn Accord aren't jumping on the opportunity to advertise this as a future alternative to driving all the way in to Park City to ski. It's a transportation solution that is privately funded and is happening NOW.	2/24/2015
Getting fixated on transportation, recreational user groups, economics - it's understandable. It's short term and familiar ground. However, we're here because our snow-pack/reservoir availability is projected to diminish, while our dependent population is projected to grow. We need to empathize our predicament and the inevitability of this. We've come to the table because of our water and its intimate relationship with the success of our future endeavors. Why aren't we stressing this?	2/24/2015
The current Mountain Accord blueprint currently doesn't provide environmental restrictions on Grizzly Gulch and Flagstaff Mountain, according to Wasatch Backcountry Alliance. Why haven't these areas been brought up as protected areas? And, are there restrictions on other "interconnect" ideas? It seems very vague to the public at this juncture.	2/24/2015
Transportation - Convenience is key! I live in PC, work in SLC. I want to take the connect bus but it is so inconvenient! Price & times. Make it a better option!	2/24/2015
Recreation - Don't ever let dogs in the watershed! Don't give in! Capacity issue - implement odd/even days or something similar - designate biking vs. hiking vs. etc. days. This way one trail system can operate for/accommodate more users, just more spread out.	2/24/2015
Transportation - At what point do you stop allowing people to drive in - take away the possibility for traffic. This was implemented in 2002 with the Olympics - i-park outside of town and take public transport in - bus systems/light rail is great, but at what point do you MAKE people use it?	2/24/2015
Economy & Transportation - get resorts involved! Make them pay for/aid in cost of alternative transport. They are a huge stakeholder so get them involved.	2/24/2015
I believe Freeway buses servicing the canyon bases and coming every 10 minutes would greatly alleviate traffic at a feasible cost. Also charge a toll for big and little cottonwood canyons that scans license plates and charges credit/debit cards automatically (like the Golden Gate Bridge).	2/25/2015
It's vital to improve transit connections from surrounding municipalities to effectively increase connectivity to users. Further BRT would need to come more frequently to get people to actually choose BRT over driving. Charge cars and make incentives to use bus.	2/25/2015
To environmentally sensitive for Olympic Venue development. Nothing has changed!	2/25/2015
We need to thoroughly analyze the geohydrology of the Grizzly Gulch area before any tunnel should EVEN be discussed. The proposals seem heavily in favor of the ski resorts - not the users.	2/25/2015
Improve the transit/bus system and leave the rest of the land and mountains alone. Preservation for preservation's sake. We don't have a duty to create more access or income for future generations. We have the chance to keep the mountains/canyons as natural and wild as possible.	2/25/2015
Water is more important than any other item. Protect quality and quantity.	2/25/2015
I SUPPORT THE recreation plan	2/25/2015
I would love to see more trails in foothills, in more areas in the canyons instead of such a focus in a few sports - if you want to improve recreation give us more trails, so we can spread out and not impact so heavily the existing trails. Yes, I have spent many hours volunteering on trail building, maintenance, etc. and many people would if advertised.	2/25/2015
My concerns for recreation largely relate to transportation. If mass transit will be improved, there needs to be a system for all users to be able to access all recreation areas. The current bus stops only service ski resorts. I would worry about construction of a train in LCC since it could limit access to climbier areas. I also would worry about extensive trail development. Trail maintenance is important, but we do not need a bunch more trails.	2/25/2015
I worry about the increase of mechanized travel and multi-use trails in the Wasatch - having bikes, etc. on hiking trails is more damaging.	2/25/2015
Ski resorts say they will develop their land if they don't get a train up the canyon! Huh! Leave the roads as they are! That is the best way to preserve our canyons, keep the resorts from developing if they can't increase ski #'s they won't expand. 93% of Utah residents DO NOT SKI!!!	2/25/2015
Sounds like a well thought out plan for the children	2/25/2015
Well, I think this would benefit our society on both sides. For the children!	2/25/2015
Tying land swaps to other conditions that are not readily transparent is not an effective way to garner support. The entire process needs to be transparent! If public lands are being traded to the ski resorts, the public must be involved and privy to the specifics of the deal.	2/25/2015
I do not support a fee for use scenario. This limits access for all. Only those with \$ will be able to use our canyons.	2/25/2015
Recreation - I think Grizzly Gulch is a very important part of the recreation options in LCC, by having it become part of a resort cuts out a big draw for backcountry recreationists. Backcountry skiing is really the only part of the ski industry that is growing. We should do more to cater to a growing market instead of throwing money away at a shrinking market.	2/25/2015
Recreation - In terms of creating more trails, I really like the idea of an interconnected trails system, but would like to see more trails built for specific user groups, bikers, hikers, horses. Bike trails aren't really fun to hike, hiking trails aren't fun to bike, and mixed use trails just seem to promote user conflicts. I would like to see a network of bike trails and a network of hiking trails.	2/25/2015
The economy is the weakest link in this process. Why should the mountains make \$? Stop development. Wild places are the future. If you want to see econ-development go to Sandy-Draper.	2/25/2015
I know many people who have left Salt Lake because of air quality. The economy won't matter if this place becomes inhabitable during their peak season. ELECTRIC BUSES with restricted driving access is the simplest solution. A train is a marketing ploy and not a feasible solution to a local transportation issue.	2/25/2015
Bad idea!	2/25/2015
I oppose aerial connection between ski resorts. Plans such as One Wasatch and Ski Link would significantly diminish the natural and primitive character of the Wasatch. I support a bus/shuttle system similar to the one used on the South Rim of Grand Canyon NP.	2/25/2015
Train less Wasatch	2/25/2015
A train would negatively impact the canyon. Much more study needs to be done before any "Blueprints" can be chosen. We need to see a robust analysis of several alternatives.	2/25/2015
The idea of rail lines up Little Cottonwood is unnecessary - just run more frequent buses on the existing roads and provide parking - there is no need to dig huge, expensive tunnels through the mountains - let people enjoy the open in each canyon, parking at the bottom of each canyon instead of the huge amount of parking needed to park one spot for all canyons - Please don't tax me to take away my access - Any construction is a multi-year mess with a huge price tag - Use what we have and simply run more buses on existing lanes - if you provide frequent buses and ample parking and possibly charge cars you would cut cars, crowding and pollution.	2/25/2015
Unbalanced towards transit.	2/25/2015
Not an incredible lost for a largely non-existent or prospective problem. This will greatly hurt the canyon settings.	2/25/2015
1. Change fee to get up canyon. 2. More people in cars less cost. 3. Change park at ski resorts. 4. Buses up canyons in summer. 5. More buses.	2/25/2015
I like the idea of a train but it is affordable. Wouldn't expanded bus service, snow sheds for avalanche and automobile tolls be a better use of money to alleviate cars in canyons.	2/25/2015
Do not concede any backcountry to resort expansion. Base expansion in exchange for private lands is an acceptable trade but the Wasatch is too small for it in bound ski area expansion and subsequent side parking access.	2/25/2015
Transportation - I think before widening the road or looking at a train, tunnels protecting the current assets from avalanches, improve current infrastructure, the bus is so inconvenient due to lack of parking, full buses, late buses that its not encouraging to use, we should maximize what we have before adding more - where will people park for Millcreek shuttle? How often will it run?	2/25/2015
Any first grader knows that "THREE into two won't go" - Greed and short vision always trump permanent vision and viable solutions.	2/25/2015
Who is going to develop the transportation system up LCC? NEVER use our UTA/PRAX system because it is unreliable.	2/25/2015
Maybe to and increase bus services first? (current bus schedule is clearly ineffective)	2/25/2015
Opposed to a train. Opposed to any kind of interconnect. Who would pay? Who benefits? Seems like an excellent way for ski tourists to get to the resorts. SLC residents will inevitably foot the bill.	2/25/2015
Against light rail. Increase the number of buses up the canyon. Implement a shuttle system up the canyons with no cars except for residents.	2/25/2015
Transit options from the cities along the Wasatch Front are important and need to be strengthened. However, transit between Alta/Brighton and Park City is completely irresponsible. We do not need to compromise the sensitive environment of these upper elevations to accommodate access. Transit options through Parley's Canyon are sufficient links to the Wasatch back.	2/25/2015
The solutions proposed are more in line with making LCC more of an attraction than solving a local transportation issue. Expand bus service to run consistently and throughout the entire day! Currently you can't go up for a 1/2 day of skiing before work or stay late for dinner and drinks. More parking and electric buses are simpler solutions than widening the road or building a train.	2/25/2015
I worry about improving transit systems without giving equal attention to parking. As a local, taking the bus is difficult because there is limited parking. Also - as a local, I would like to take transit from my house. Improving overall transit systems would be helpful. No train! We already have a road!	2/25/2015
1. We need a National Recreation Area (NRA) for the Central Wasatch or we have a uniform planning process. 2. We do not need a train. We need a Rapid Bus Transportation system.	2/25/2015
I believe that rail will be a huge overkill for the area. Multiple buses, restrictions on private vehicles, and better valley parking could all be put in place with the existing road system. Little Cottonwood should NOT be considered as a transportation corridor to Park City. Keep all canyon traffic dedicated to access within the canyons. Don't sacrifice the canyons to provide easier access between Park City and SLC.	2/25/2015
I support frequent bus services up the Cottonwood Canyons and elimination of all cars. Like in Zion National Park. Keeps environment pristine and water quality for generations to come. Create a rail system from the airport to Park City and up to the base of Big and Little Cottonwood Canyons. create parking areas along the base of canyons.	2/25/2015
Automobiles are the most damaging element in a watershed environment - salt, smoke, oil and grease. Trains are superior - clean, energy efficient, no emissions.	2/25/2015
Trains would run into the same problem as buses currently do unless parking is addressed! What are the ideas to alleviate parking issues at the bottom of the canyons.	2/25/2015
There is no possible way to expand development in the watershed without damaging the watershed. I do not support this proposal.	2/25/2015
In the short term - can we improve the current bus schedule? The buses are often full and the departure and arrival times are inconvenient.	2/25/2015
Improve and increase existing bus service to Big and Little Cottonwood Canyon ski areas. It is impractical as it is presently. I prefer to drive.	2/25/2015
The concept of NO SKI AREA EXPANSION was determined at the last mountain planning effort in the 80s. NO ski area expansion!	2/25/2015
No, I want to keep nature	2/25/2015
Resorts need to take care of their own problems. Leave the road to a rapid transit bus system. Do not destroy a very popular trail for rail lines. This would create a hard boundary for dispersed users and wildlife.	2/25/2015
What is "increased environmental protection"? Wilderness? National Monument? It must receive Federal protection status. This is a wonderful opportunity to negotiate the end of development in the Wasatch. Give the resorts and developers some of what they want (buildable land at resort centers) but not ski area expansion. Better canyon transportation but ALL parties must help pay for it. No over the ridge lifts or trans - NO One Wasatch! Fees - add it to the property taxes in Salt Lake County, Utah County and Summit County. We all enjoy it in many different ways. We should all pay for it. Train needs to be better thought out - parking, intermediate stops, funding, on-pipe costs.	2/25/2015
Will the train stop all the rock climbing, hiking and backcountry skiing? Will it be safe from avalanches? When will we stop expanding? How much is your soul worth? Do you think bringing me with trail mix worked? Bears are coming back to the area, have they been considered?	2/25/2015
DO NOT CONNECT Alta with Park City. More roads and lifts mean disturbing the natural scene.	2/25/2015
I am concerned about how the One Wasatch/interconnect fits into this plan. I oppose connecting the ski areas and this plan doesn't address those connections. I hope that all decisions are made with environmental protection the #1 priority.	2/25/2015
Canyon traffic is terrible on the weekends. I think creating an efficient use/friendly alternative is in the best interest of economy and environment. I am pro transit expansion, but not if it means expanding into undeveloped land. I think light-rails are the best solution, as people in the valley don't trust bus times and rails are sexy, fast, and will be efficient as they speed past bumper-to-bumper traffic for 1st trades. What would be best is if the rail belongs in the communities and economic hubs. No one wants to load up their ski gear in their car, unpack at the bottom of the canyon, load up a bus/train, unload eventually at their stop, get out, go to the lodge, gear up, then wait in a line. I want to walk to the train from my apt at the U of U, and stop off at Alta Lodge, ski pow in Grizzly Gulch w/o a crowd, the load a light rail and get off at my house, then do it all again the next day. I also support the protection of our watershed as a resource that is vital to the existence of the Greater Salt Lake Valley and it's residence. Expansion of the ski resorts truly steals from the poor and gives to the rich, one day soon making water a scarce resource for the valley consumer, and allowing the resorts increased water rights. Currently access to much of the Wasatch is free and it ought to stay that way. It is important for everyone to be able to access public lands and nature, not only those who have enough money to pay for access.	2/25/2015
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Not an incredible lost for a largely non-existent or prospective problem. This will greatly hurt the canyon settings.	2/25/2015
I like the idea of a train but it is affordable. Wouldn't expanded bus service, snow sheds for avalanche and automobile tolls be a better use of money to alleviate cars in canyons.	2/25/2015

Transportation - I think before widening the road or looking at a train, tunnels protecting the current assets from avalanches, improve current infrastructure, the bus is so inconvenient due to lack of parking, full buses, late buses that its not encouraging to use, we should maximize what we have before adding more - where will people park for Millcreek shuttle? How often will it run?		2/25/2015
Any first grader knows that "THREE into two won't go". Greed and short vision always trump permanent vision and viable solutions.		2/25/2015
Transit options from the cities along the Wasatch Front are important and need to be strengthened. However, transit between Alta/Brighton and Park City is completely irresponsible. We do not need to compromise the sensitive environment of these upper elevations to accommodate access. Transit options thru Parley's Canyon are sufficient links to the Wasatch back.		2/25/2015
I worry about improving transit systems without giving equal attention to parking. As a local, taking the bus is difficult because there is limited parking. Also - as a local, I would like to take transit from my house. Improving overall transit systems would be helpful. No train! We already have a road!		2/25/2015
I believe that a rail system is huge overkill for the area. Multiple buses, restrictions or private vehicles, and better valley parking could all be put in place with the existing road system. Little Cottonwood should NOT be considered as a transportation corridor to Park City. Keep all canyon traffic dedicated to access within the canyons. don't sacrifice the canyons to provide easier access between Park City and SKC.		2/25/2015
Automobiles are the most damaging element in a watershed environment - salt, smog, oil and grease. Trains are superior - clean, energy efficient, no emissions.		2/25/2015
Trains would run into the same problem as buses currently do unless parking is addressed! What are the ideas to alleviate parking issues at the bottom of the canyons.		2/25/2015
There is no possible way to expand development in the watershed without damaging the watershed. I do not support this proposal.		2/25/2015
In the short term - can we improve the current bus schedule? The buses are often full and the departure and arrival times are inconvenient.		2/25/2015
This terrible idea will destroy what Utahns love about their canyons. GO TO HELL		2/25/2015
My thoughts are on the economics, limit it to the existing space that's there. And on transportation, there needs to be bus transportation, and there needs to be big parking lots at one location and more frequent bus services like every 15 minutes or every half hour and complete the trail system as proposed. Environment, that will protect the environment if they do that. Environmental standards with the water quality needs to stay the same. That's my thoughts. As far as connecting the road through Guardsman Pass, you might consider paving that for bus service so that they can use the bus over through Park City, but I wouldn't go beyond that.		2/25/2015
As a lifelong user of the Wasatch mountains I'm wondering about selling our children's future short with focusing just on economic advantage. We need solitude, quiet, rough edges in rugged landscape close to the city. I love skiing the ski resorts, but at the same time the numbers and focus of just economic development really concerns me about my children and my grandchildren's future.		2/25/2015
One of primary concerns with particularly the transportation aspect is I'm not sure the case has been sufficiently made to merit the connection between Big and Little Cottonwood Canyon and Park City in particular. But certainly up and down canyon access needs to be improved. However, it seems like a fair trade-off to add an additional lane to Big and Little Cottonwood Canyon in terms of watershed impacts to improve air quality and transit in particular. The trade-offs in terms of the land swaps for greater protections at elevation of the water sheds are - they seem fair provided that the scale and the nature of the development base is sufficiently controlled through culinary water use or access. We've been able to build an international brand providing a unique experience within each canyon, and necessarily linking them up. I don't see that as increasing our marketability when compared to other resorts.		2/25/2015
I live in Salt Lake City, and I don't like any of this. The canyons are too crowded already, and all you're going to do is add more people. The water resources are limited. It's a bad idea. Less people. There are too many people already. Go to any resort on a sunny day, too many people. All you're going to do is mess it up by bringing in those Park City people. That's what Salt Lake County mayor wants, more Park City money. Look at the cost and the amount of money that is allotted for education in the Park City County - I think it's Summit County - compared to other counties in the state. All those people are going to come over here to our side of the mountain and screw it up. I'd like to keep them out. I've seen it happen already. I'm against it.		2/25/2015
I just wanted to suggest maybe a transportation only gondola that goes to Park City to Brighton to Alta with stops just into town so that there's no further development of the wilderness or back country areas but people are able to get from Park City to Brighton to Alta again in a very easy transportation method and not have to go through tunnels, trains or anything. They get to showcase some of the best of the state - snowmobiling, telemark skiing and helicopter skiing and snow cat skiing - all along the way with backcountry skiing. People can see that but not disturb the land that's there and the recreational access, back country access, especially at a time when back country interest is growing and a lot of tourists who want to come and have easy access to back country which what Utah is known for as part of their vacation experience. To preserve that is a very integral to ski Utah, their mission of attracting more visitors to the state. And then it would also allow people staying at Snowbird, say, or Cottonwoods to get to Park City if they want to go dining or shopping much easier than it would via lifts where they would have to wear ski clothes whereas with gondola they can wear street clothes, go shopping, and bring whatever they purchased back with them easily. And then the skiers can go from Park City to Cottonwood and return and not have to ski all the way back. Kind of tired at the end of the day, they can hop on the gondola and ride back to Park City and - or Cottonwood skiers can be brought back to Cottonwoods and not have to ski their way all the way back.		2/25/2015
First I wonder why there was no one here from Salt Lake County to discuss the environmental and business impact the canyon use has on the county. There's someone here from Salt Lake City and someone here from the Forest Service, but no one from the county, so I think the county should have had a representative here tonight. My concern that the county is not here is I'm an equestrian, and there's very limited equestrian use in any trails in Salt Lake County. There's only a few places left for trail riding for horses. That includes in Herriman riding in Rose Canyon. In Draper you can ride in Corner Canyon, and in Sandy you can ride in Dimple Dell. And even those areas are shrinking for horse use or competing with more and more other users - motorcycles, dirt bikes, mountain bikes. So equestrian use is nearly extinct in Salt Lake County, and I'm here tonight as an equestrian to say that equestrian use should be protected in our canyons and not only protected but also encouraged and supported because equestrians are an important part of our local economy and also a very important part of our history in the west. So we should keep equestrian use at the forefront of our thoughts and encourage horse use in the canyons.		2/25/2015
They have already shown that they aren't willing to work with local companies and people! By the time they are finished our mountains and canyons will be sacrificed and destroyed for their millions of dollars leaving our canyons and people with nothing! Skiers want fresh untouched powder. Our mountains can only hold so many skiers and ski resorts. The only way to get more ski area would be for the Forest Service to allow them to expand beyond their current boundaries into our National Forests and wilderness areas which would destroy them. These National Forests belong to all of us not just skiers! Where else can you find peace, tranquility, in wilderness areas where you can ski, camp, hike, rock climb, snowshoe, bike, run etc. all 20 min. from home? The next question is Salt Lake City Water Dept. willing to sign off on all the damage and destruction that would be done to our watershed area? If our watershed is allowed to be damaged and destroyed what quality of drinking water will we even have? Last time I checked water is a necessity not a luxury!! Skiing isn't! When I was reading all the wonderful proposals I would estimate that about 98% would all benefit financially! That is definitely a conflict of interest!! Where is the US Forest Service and Salt Lake City Water Dept. and the people that actually care about our canyons and forests? Putting a light rail up Little Cottonwood Canyon would totally destroy this magnificent canyon. Putting tunnels through the mountains from Little Cottonwood Canyon to Big Cottonwood Canyon to Park City would destroy both these totally different magnificent canyons!! There is no way that you could mitigate all the horrific damage that would be done to these canyons so that we can have more skiers! By the time you make 3 or 4 runs down one ski area you would have to take the light rail through the mountains you would be lucky to get in maybe one or two runs more. Most resorts close at 4:30 p.m. unless you wanted to night ski. Then you would have to travel all the way back to where you started from. That's a lot of extra time just for a couple of runs! All mass transit would require more new parking areas in the mouths of these canyons to accommodate all the people using mass transit. Also the transit areas would require platforms outside the mountains and inside the tunnels. don't forget all the blasting, new track lines, new electrical lines. That's just the beginning! The damage and destruction to the mountains inside and outside would be horrific!! I don't care what you try to do to mitigate this destruction it would be impossible! It's too high a price to pay just so we can have more skiers and have all the resorts connected. If ski resorts are allowed to expand there will also be more damage to the environment because of all the new waterlines that of course must be put in so that they can make snow. Next they will all have to have buildings built to eat, rest and get warm in. Where does it end? Don't forget about all the damage that will be done to the environment installing all the new ski lifts between all the resorts and the roads to repair and maintain them. Does it ever end? One thing you need to think about is that several things could happen to people in tunnels inside mountains and ski lifts crossing canyons. Avalanches are possible, power outages are possible, severe wind and snow storms could trap people inside tunnels and on ski lifts. Then of course we could have an earthquake or some idiot could decide to blow up a tunnel or just take people hostage. With all the idiots in this world you never know. People now more than ever before are seeking more wilderness experiences. The last thing you want to see in wilderness areas are ski lifts, ski transit tunnels and tons of people! I've lived my life in Cottonwood Heights and at Wasatch Resort in Little Cottonwood Canyon. I've also driven over Guardsmans Pass many times and I'm so appalled at all the commercial and residential development that has been allowed. Park City is for only the rich and famous to live in! They should be ashamed of themselves for what they have allowed to be done to those valleys and mountains!! Little Cottonwood Canyon and Big Cottonwood Canyon need to be protected so that this doesn't happen to them! If you have money you can live and build your house on whatever ridge to you want! Who is protecting our beautiful mountains? Will our children and their children have a place to go into our wilderness areas? What about the wildlife where will they go? They way it is set up now almost all the skiers come down and spend their money in the local restaurants and hotels. That benefits our local economy not Vails! In Zions Nat. park they have a shuttle that you can pick up in Springdale and they drop you off and pick you up at all the different spots. This works very well for the park. In California by Muir Woods they also provide a shuttle on the weekends and during the week there are only 2 parking lots. One lot is for buses and the other for cars. The road is only 2 lanes wide and there are no tunnels for short cuts. Even in Yellowstone most of the roads are only 2 lanes wide and the speed is 45 mph. The wilderness experiences are protected!		2/25/2015
This works very well for the park. In California by Muir Woods they also provide a shuttle on the weekends and during the week there are only 2 parking lots. One lot is for buses and the other for cars. The road is only 2 lanes wide and there are no tunnels for short cuts. Even in Yellowstone most of the roads are only 2 lanes wide and the speed is 45 mph. The wilderness experiences are protected! Our canyons need to be protected and preserved not sold out to the highest bidder!! You can make anything look wonderful on paper, however when you do it to our canyons and forests it will have a totally horrific consequence! These canyons, mountains and Nat. Forests belong to all of us and not just to one group that can destroy them all for millions of dollars. Don't sell everyone else out just for yourself!! ES: Remember consider decisions can have horrific consequences on our Nat. Forests and canyons.		2/24/2015
I do not understand this push to connect Alta, Brighton and Park City. A skier has all the terrain needed at any one of the resorts. If variety is what is desired then ski at a different resort each day. If they stay in Salt Lake City they have access to all the resorts in the Wasatch Front and back. Connecting the resorts adds little for a very high price. True a skier staying at one of the resorts would be limited to either that resort or one of the adjacent ones but the combinations of Alta-Snowbird, Canyons (with Park City) and Deer Valley and Solitude + Brighton each provide a lot of varied terrain. Also, extending TRAX from Sandy to Alta is a good idea but to then bring it through the mountain to Brighton and Park City would make the price of a ticket exorbitant. Also, TRAX does not and for the foreseeable future will not provide service on Salt Lake's east side making travel from downtown to say Alta or any resort a very time consuming trip. Thank you.		2/24/2015
I am strongly opposed to the expansion of ski resorts/interconnect/ski/One Wasatch. This proposal does not appear to be directly addressing this topic. Is it not an option anymore?		2/25/2015
I really like the approach so far and what I saw as a preliminary plan this morning at the Ski Utah meeting. I do really like the trains connecting all of the canyons as this has proven to work really well in Europe. The head person said this morning that they aren't sure about a train in Parley's as it would be tough to incentivize people since it would take twice as long as a car. Unless we make a complete connection with PC, Little and Big with trains I don't see the point. There are trains out there that could go close to 60mph which would make it worth going up Parley's. Please continue to think of a way to make sure Parley's is included in the train discussion or else as a group, industry, state, etc we aren't doing everything we can to help our cause.		2/24/2015

**Emailed and Hardcopy Comments March 17 - May 1, 2015**

Comment	City	Date
<p>I am inspired by the community that has gathered in good faith to come up with a feasible solution to our future of clean water, preservation of our natural resources, recreation, transportation, and economic growth. After attending the public meetings at Alta and Skyline High, I feel gratitude for the time and focus of so many committed people. I appreciate the opportunity to share my thoughts on the future of the central Wasatch and the current blueprint being proposed.</p> <p>I live in Salt Lake County, however I spend a significant amount of my life in the mountains. I am a physician in the Snowbird Medical Clinic and a physician member of the Snowbird Ski Patrol. I also work at the Park City Medical Center in the Emergency Department. My family recreates often in Little Cottonwood Canyon as well as in Park City and we have a home in Alta.</p> <p>I am in full support of a long term and inclusive approach to the future of the central Wasatch. I share my concerns here in hope of shedding light or stimulating a discussion about the following.</p> <p><b>BOTTOM LINE:</b></p> <p>If the system is easy to access and reliable, I believe it will work and solve most of the transportation problems. In order for it to be easy to use, there needs to be accessible parking at the base of the canyons. Ideally, there would be an entire "ski village" at the location of the gravel pit at the base of Big Cottonwood Canyon. It would need easy parking, a locker room, a nice coffee shop and restaurant/bar for après, and possibly a hotel for visitors. Locals will base their day of skiing, snowboarding and outdoor recreation out of this area. A hotel and Trax to the airport in this location would be a natural extension of this project. Alternatively, the hotel/airport Trax connection could be in Sandy. I believe the critical piece to having the new system work is the infrastructure at the base of the canyons. It will not work to ask locals from downtown/sugarhouse/east bench to drive to Sandy to get to a train. I think a good locker room at each ski resort is also critical for the people who ski only one resort. It will make it possible for them to ride the train/bus without all the gear they currently keep in their cars.</p> <p><b>TRANSPORTATION:</b></p> <p>I believe a train/light rail from SLC to Park City- up Parley's canyon would provide much more year round utility for commuters and tourists than the current blueprint proposal up Little Cottonwood Canyon.</p> <p><b>CONCERN:</b> A train that originates in Park City and picks up skiers/snowboarders in Park City, Deer Valley, Brighton, Solitude and then pulls into Alta may be full and unable to move all skiers down out of Little Cottonwood Canyon at 4pm. By the time it reaches Snowbird we could see what we sometimes see on busy days now. A bus pulls into entry 2 but has no room for Snowbird skiers/riders to get down the canyon. They have to wait for the next bus. This has the potential of being extremely frustrating and not solving the problem.</p> <p><b>SOLUTION:</b> The mode in which we are using transportation across the country is changing. I have witnessed my automobile centered Detroit family tapping into Uber. I know there is a ride share app being utilized by skier and snowboarders in Little Cottonwood Canyon today. It is very feasible that such an app will fill cars going up and down Little and Big Cottonwood Canyons and be acceptable to a larger community in the not so distant future. In that light, I believe a rapid transit bus would provide a more flexible and currently feasible solution. I envision a fee for all automobiles driving up the canyons. There may be an annual pass and/or there may be a graded system: the more occupants, the less it costs to drive the canyon. The bus would be free or at least less expensive than the car fee. The crux of this entire program is the infrastructure at the base of the canyons: Adequate, conveniently located parking ideally with a social center (locker room, restaurant for après and coffee shop and maybe a hotel with Trax to the airport).</p> <p><b>LAND PRESERVATION AND CLEAN WATER:</b></p> <p><b>CONCERN:</b> I think a quiet train would be exciting. However, I think the impact in the canyon would be extensive. To connect the top of Little Cottonwood Canyon and Big Cottonwood Canyon with Park City will irreversibly change the natural resource we have. Access to the Cottonwood Canyons is for everyone and should not be limited. What preserves the canyons and makes them a final destination for so many people is that they have a sense of remoteness. If we open up a tunnel to connect Park City to Big &amp; Little Cottonwood Canyon, I think the first thing that will happen is that many who recreate in Big and Little Cottonwood Canyon and live in Salt Lake valley, will move to Park City. The air quality is better there (at least until we all move there). I also think that many more tourists will stay in lower cost hotels/motels in Salt Lake and travel to Park City by the day. This may increase the population in Park City but decrease the tourism. The biggest impact will be a huge number of people passing through the upper Little and Big Cottonwood Canyons. What would be the impact on our water? I do not have the data to answer this.</p> <p><b>SOLUTION:</b> If we solve the Little and Big Cottonwood Canyon transportation problems with A BASE OF THE CANYON INFRASTRUCTURE and a train, bus, or ride share app, we will preserve the current control we have on the watershed. The remoteness that the canyon roads provide may be more protection of this resource than we are giving it credit. The tunnel, although exciting, could be irreversibly damaging.</p> <p><b>RECREATION/TOURISM:</b></p> <p>The culture of each ski resort is so richly different from each of the other resorts. I see this as the strength of Utah. The ability to attract a variety of different tourists is something we should continue to build upon. Connecting all 7 resorts, even by train, will flatten the experience at each individual resort. The tourists who come to Utah will lack the diversity of the current tourists. The uniqueness will be lost.</p>	Alta, UT	3/23/2015
<p>Hi,</p> <p>I have worked and lived in Alta for five years now, here are some comments I would like to share:</p> <p>I love that Little Cottonwood is a dead end canyon, I think that much of the character of this place is because of that fact. I am not into the idea of a train through the mountain to connect the canyon.</p> <p>I think that some type of transportation is necessary for this canyon. I think a train up this canyon would be great.</p> <p>I am also in favor of starting a fee for individuals driving up the canyon, any way to induce more people to start carpooling.</p> <p>More buses in the mean time, and especially more running during the holiday season would be a good step.</p> <p><del>I do not have the data to answer this. I think the buses are great, but it would be nice if they had more hours of operation.</del></p>	Alta, UT	3/29/2015
<p>Ode to Sweet Alta: Here's to the winter that wasn't, And here's to the winters that were, To deep powder snow so lovely, In bowls &amp; in pine &amp; in fir. On boards so wide they caused comment, We'd glide through glades &amp; through trees, The bright sweet feeling of soft snow, So better than hard-pack on knees. &amp; now there's talk of a snow train, With rumble &amp; ruck &amp; with roar, To bring up our dear valley skiers &amp; leave them at Paradise door. What do we give up with choo-choos &amp; tunnels &amp; bridges and more? Will our town disappear in the ruckus, Will "improvement" threaten our core? Good intentions have drowned out Glen Canyon, Brought mongoose to Ha-wa-iiian shores, Laid waste to Vietnam hamlets, &amp; wilderness forests and more. Oh please relax for a moment, To see what's really at stake, To save what's truly unique here</p>	Alta, UT	4/3/2015
<p>I am impressed with the work you all have done on this. I have only one observation.</p> <p>I don't believe that Alta should give up the land on the ridge line (and below) on the eastern side of the land swap. I understand the backcountry folks wanting to keep that, but if it prevents Alta from connecting to the Solitude/Brighton/Deer Valley/Park City lift system, that would be catastrophic to the business health of Alta. We can't be left out of the interconnect, should it happen.</p>	Alta, UT	4/13/2015

<p>We have been enjoying our time in Alta for over thirty years. During that time we have watched the "red snake" grow progressively worse. The primary objective of a new vision should be to address the "transportation" issue. The resolution should reflect the changing times, the new technologies, the "sex appeal" factor that many seek; there should be a flexibility to the solution so that as technology continues to evolve, so may the transportation possibilities.</p> <p>A train is a fixed entity, it is costly and will NEVER pay for itself; it is technology of the past.</p> <p>We need to address and utilize the system that is currently in place - the road.</p> <p>It can be expanded, it can accommodate all transportation that we currently utilize. If we reach the age of the "Jetson's", the possibilities could be endless.</p> <p>Utilizing the road is an extension of a system successfully in place in the valley; why not expand upon our success as opposed to "creating the wheel" once again?</p> <p>Road solutions, including: tolls for those who wish to drive up canyon ( and providing permits for homeowners/tax payers in LCC ), a larger parking structure at the mouth of the canyon, wifi on the bus system ( as Megabus and Bolt Bus have successfully done on the east and west coasts ), visible advertising options on the panels of the buses ( off setting costs ), ride share options ( Uber and Lyft ), Avalanche sheds and tunnels are the way of the future.</p> <p>If we are looking to the future, why not use the technology and forward thinking of the future.</p>	Alta, UT	5/1/2015
<p>Please accept the following comments on the Mountain Accord Proposed Central Wasatch Blueprint.</p> <p>The train and tunnels concept for transportation is unworkable and is the worst possible approach to canyon transportation; it is the most expensive, most environmentally damaging, least flexible, would take the longest to put into service, and will do the least to reduce the number of cars driving up the canyons. Improved bus service, a shuttle system, or Bus Rapid Transit would all be better solutions. I am encouraged to see that disincentives to the use of private vehicles are being considered, in conjunction with improved public transportation – this will be necessary to convince people to leave their cars outside the canyons.</p> <p>The idea of exchanging public and private lands in order to cluster development and allow permanent protection for undeveloped land is a good one. However, it is important that the details be fully spelled out before any development is approved, based on these exchanges. For example, if additional culinary water for the Alta Ski Resort base area is made available, it must be clearly defined how that water is to be used. It would be far more detrimental to Environment (and Recreation), if that water was used to enable the construction of "cabins" in Albion Basin, etc, where development has been water-limited, than if that water was used for high-density housing (hotels, condos) in the Alta base area. It must be clear how that water is to be allocated before its 'cost' as a bargaining chip is assessed. Most importantly, the nature of the 'protection' of Public Lands that are to be preserved must be clearly defined and permanent, before this protection is exchanged for development allowed elsewhere within the Wasatch. Absolutely this must be something more permanent than the Forest Plan – it must be codified in federal legislation or executive order, preferably the former.</p> <p>Expanded ski resort boundaries are detrimental to the 'Environment' system, and not a clear benefit to the 'Recreation' system. Many who recreate in the canyons would prefer to do so outside of ski resort boundaries. Backcountry skiing is the only downhill snow sport that is growing, in the US. Expanded ski resorts are detrimental to backcountry skiing activity in the Wasatch. As far as catering to ski resorts and real estate developers; we, as Utah residents and US citizens, are not obligated to foster the continuing growth of the ski areas or real estate development. We are not obligated to give up the mountain experience that we love, just so the ski areas and real estate developers can capture additional profit that they feel is somehow 'getting away'. From a January 14, 2015 New York Times article regarding One Wasatch:</p> <p>"(Utah) Residents have repeatedly said they love their ski resorts but don't want them to grow. In a study conducted in 2009 and 2010 as part of work on the future of the most popular mountain canyons, nearly all Utah residents interviewed said they did not want resorts to expand beyond their existing boundaries. The long-range plan for the Uinta-Wasatch-Cache National Forest calls for no such expansion."</p> <p>By Ski Utah's own numbers, all the revenue generated by skiing/snowboarding (not only tickets and gear, but lodging, meals, car rental, etc.) accounts for less than 1% of Utah's economy. Why are we degrading our Wasatch Mountains and canyons to please such a small industry?</p> <p>In general: before any development piece of the compromises can begin, it is critical that environmental impact evaluation be completed. The Mountain Accord concept is necessary for planning the future of the central Wasatch, but it is essential that we do not allow a rush into development without careful consideration of its impact.</p>	Alta, UT	5/1/2015
<p>I have lived up in Little Cottonwood for the past 27 winters. Mountain Accord is doing a great job bringing all user groups together. As a long time Alta resident and worker I have seen disputes in the canyon come and go... Powderbirds vs. Backcountry skiers.....usually in the Cardiac Drainage on Saturdays. Save our Canyons vs. Snowbird mostly as they are a bit more aggressive with bold plans and big footprints. It is very hard to take too much of a position on many of these issues because I always have friends on both sides. The general theme of the Town of Alta has been conservation. From the Former Mayor to the present, Friends of Alta and the Town of Alta.Traffic in the LCC is at times insane but in general I do not commute to ski. What I do enjoy on a beautiful day after a storm is getting in my truck and driving down canyon and heading all the way to the Strawberry area in the Uinta Mountains to go snow kiting. I laugh at all the traffic, often backed up all the way to 215. In many ways the traffic patterns are like floods. Very unmanageable.</p> <p>Thoughts on the process..... I watched a forum that featured Peter Medcalf and I find him a real leader and big thinker representing the Salt Lake User Group I am most in tune with.</p> <p>Many years ago I was a big fan of Alexis Kelner and feel that Save our Canyons has at its best put up a good fight on behalf of the little man in SL. At least the little man now knows where Powderbird will be flying on a Saturday and has changed it operations to limit its presence in the BCC. They have also changed their operations to shelter their guests from the general public by flying home instead of skiing a home run to a trail head.</p> <p>On Alta...I feel that Alta is the only resort that takes its environmental practices seriously,On development in the LCC. Housing market is flat and has been for a while. I do not see that changing any time soon. As far as guest lodging is concerned, I can understand Alta's desire to have new rooms near the Albion Base Area. Makes sense to get new skiers staying in the Canyon and close to the lifts that best serve their needs.</p> <p>On development in BCC. Housing market will go off the charts in a big way. With summer access to the Wasatch back, BCC is a much more desirable location and I see developmental pressures up there for the long term. On land exchanges. Save the Emma's and give Alta some Albion Base. Keep Snowbird off the ridge lines. Protect all undeveloped land in BCC</p> <p>On Transportation..... Good luck. Flood management. I like alternative transportation down the line and feel that the powers that be may control the results. One party government in Utah is a powerful force. In the mean time I think we live with what we have but work towards better public transportation during the Summer. I am not opposed to a toll booths at the base of the Canyons as long as there is a breeze by gate for residents and regular users.</p>	Alta, UT	5/1/2015
<p>howdy back again,</p> <p>Environment (continued) As for land swaps if I had a magic wand and a few dollars more (thanks clint eastwood) hope you get the joke, I would find a way to get the various land trust such as the Friends of Alta, Trust for Public Lands, Nature Conservancy, Utah Open Lands and develop a fundraising plan to purchase all the proposed interconnect lands, Similar to the plan that formed and purchased the Eastern Snake Creek area and prevented the proposed lift system fro Heber/Midway in the late 1980's or early 1990's.</p> <p>I am a strong proponent of the original US Nation Forest Service plan from the early mid 1930's, spearheaded by Felix Koxoli district ranger that had a series of European Style (buzz word to support the One Wasatch as European) series of 16 huts linking Lambs Canyon to the then Timphaven (Sundance Resort) This would rival any of the 10th mountain huts in Colorado, would provide employment for guides and services and be a wonderful asset to the community. Remember not all skiing is lift service oriented.</p> <p>I am hoping that someone pulls the plug or creates a conversation of moratorium to prevent the Vail combing of PC/Canyons via a Gondola, if you have seen this terrain over the last 3 years it has been virtually barren dirt. But of real consequences is that in my opinion the NEPA process as outlines talks about the culmitave aspects of development or the fragmentation of ecosystems. As the big cottonwood ridge line and much of the Wasatch Cache national forest borders and shares property lines with the Bohemoth Vail is proposing, no one is seriously looking at the impacts it could have on the environment and species that don't adhere to property boundaries.</p> <p>Currently the unknown is out there, will they have gates into the upper Big Cottonwood drainage or will summer hikers and bikers use gates to descend easily onto the Crest Trail, how will the watershed and its unique species such as boreal frogs of the rare purple gilla flower I recently found fare if the adjacent and culmative effects are not addressed.</p> <p>In current conclusion, we need to listen to the adage and wisdom of Jay Laughlin, principle owner of Alta who said before he died " Alta is a very unique place one of the few places that celebrate the traditions of skiing, if you overbuild it you will destroy her" The same could be said true of the Central Wasatch, as a gentleman at one of the Park City sessions, who like many transplanted here from New York said he considers the Wasatch Mountains to be his new Central Park, surrounded by Development but just a step away, and you would never consider destroying Central Park....</p> <p>One final thought and you know that is not true, 40,000 micro van/bus could be bought for the 3.5 billion dollars, and truly 1 % of that money should go to research solar cars, (29 million was the price tag for the solar powered lunar lander) or money to design a system that creates gas pollution free idleing, talk about a research project or a great start up for the Economy of the State of Utah @</p>	Alta, UT	5/1/2015
<p>I have spent 40 winters in Alta. It is a very special place to me. I attended a number of Mountain Accord and Town of Alta meetings this winter. It has taken me six months to get acquainted with the many facets of the plan, to stay caught up as proposals change. And while some have been working on these ideas for years, most residents have only recently become aware of them.</p> <p>There are a number of different areas of discussion. I am overwhelmed by how much information there is. My first hope is that more time be given to the many who are still trying to understand the multiple aspects of Mountain Accord.</p> <p>I like the idea of green transportation and increased safety in traveling the canyon. I like that certain areas will be protected, but reject the need for more commercial development. But as for a train and tunnels through several mountains, I don't see that as a solution.</p>	Alta, UT	5/1/2015

<p>Hello,  Thank you for the opportunity to comment.  My major concern is the proposed concepts of the Mountain Accord have serious environmental impacts. The overriding objective should be to best maintain and preserve the area's ecosystem, protect the air, water, its plants and animals. The proposed plans present huge environmental destruction with increased people using LCC, causing greater demand for water, elimination of habitat from road construction, possible tunnels and additional building infrastructure.  An improved safer, cleaner transportation makes sense, however the conceptual rail system appears excessive and absurdly expensive estimated at \$3B, even if fully funded. An conservative initial approach would be to improve the bus system and discourage car usage by charging for parking in LCC.  In the future with better roads and an efficient transportation system connecting the canyons, it is probable that LLC would serve as a commuter route to Park City. If a new commuter transit system is to be built, wouldn't it make far more sense to preserve LCC and run the transit along the backside (SE) from the Provo area to Park City?  Many of the proposed changes are like to drastically alter the unique character of LCC, destroy much of its pristine environment and radically change the small town ski resort experience. I urge LCC to grow smart and with great respect otherwise the magnificence of this extraordinary canyon could be destroyed forever.</p>	Alta, UT	5/1/2015
<p>To Mountain Accord - Executive Committee;  First, my thanks to the executive committee, stakeholders, participants, and consultants for all their stressful hard work in trying to organize, negotiate, and compromise in an effort to realize a vision. I have been lucky enough to be aware of this process much prior to the "Mountain Accord" direction with Envision Utah and Wasatch 2040 and have seen first hand the abundant amount of data, research and collaboration that has brought us to this Blueprint. It has not been easy, and I'm sure many people have lost much sleep in the past 5 years. Now we are reaching a much heavier time in an effort to move forward with a plan, and the work in many ways is just beginning. I hope and support the participants of Mountain Accord in maintaining their energy, hope, sound mind, and perseverance to take this to the end.  In addressing the Blueprint, I want - just like all the other stakeholders - an improved way of operating and sustaining our transportation, economy, and environment. Having a formal background in sustainability and ecology and being an avid recreationist, I realize that we are talking about a system that must meet triple-bottom-line requirements (people, planet, profit). Finding this balance is most likely not going to err on the side of anyone single person's wants or beliefs. In fact the solution may burst bubbles and require most of us to stretch our mind in understanding certain options and rely very heavily on faith, science, trust, and commitment. Therefore we can no longer afford to just be an environmentalist, or economist, or humanitarian, we must strive in being a part of this new Renaissance age and be Sustainers, thinking in this 3-dimensional capacity.  The Blueprint as it sits may or may not be the solution we are looking for in dealing with increased pressure on our natural resources, population growth, and maintaining healthy commerce. However, I do have faith and the necessary commitment to see it through as it is, even with a train through LCC to Park City and back to SLC. The train is only one component though, I also believe that this transportation line and the entire system proposed needs to have policy, environmental parameters and monitoring, public awareness and stewardship, and an economic plan to go along with it. The transportation system cannot succeed on its own without the other legs of sustainability. They are all equally important.  The reason I think this Blueprint could work, is number one, it's not definite yet. Even if we pass the Blueprint, there are other checks and balances in place that could rule amendments (be them on the train, economic hubs, or environmental priorities). Second, we have access to the technology, desire, and priorities to build additional infrastructure/development without further degrading, but rather improving current environmental conditions. We can live a balanced life with nature, we just have to put our money, brains, and action where our mouth is. I have noticed for a very long time it's easy to put time and money into building something new and shiny, but we have always as a society had difficulty putting equal time and money into maintaining or improving existing infrastructure, in this case our natural resources. This way of thinking needs improvement. If we are going to upgrade our economy, transportation, recreation, then we must improve our environment. The best part of this is I know we can do this, we just have to get it done.  My vision for a plan (just like the Blueprint and shared among most) includes: an efficient, useful transportation that supports economic vitality; without changing who we are in regards to the "sense of place" or brand of a town (like Alta), business, or community; and actively improves our natural resources (with mine reclamation and ecological restoration) through public stewardship and awareness. I want to see every business support the economic hubs, every commuter to use the transit system, every outdoor visitor to appreciate the recreational system, and every person who calls themselves an environmentalist or says they care about the environment be outside working, getting dirty, to improve the environment (no matter who they are). I don't think it is fair to nay-say the current Blueprint because that means in my eyes an unwillingness to work hard to realize our shared vision. Failure will only be due to our lack of commitment and willingness to work on improving not only our situation, but us as human beings, and our children's future. We must lead by example for the generations to come; the future is in our hands to work for what we want - this has never changed and never will.  Whatever else happens, please don't let them put a lift up Grizzly Gulch!  Thanks for your consideration.</p>	Alta, UT	5/1/2015
<p>About The Mountain Accord Blueprint  I am a full-time resident of Alta, and I am also an elected member of Alta Town Council. My comments are about Little Cottonwood Canyon transportation and preservation of the environment and character of Alta.  The Future of Transportation  The future of transportation will run on asphalt, not rails. It is our responsibility to study and understand what can currently be known about that future, and plan our transportation conduit to evolve with it.  Rail is a 19th century technology. A train up Little Cottonwood would be a massively expensive, centrally-planned white elephant, and it would be obsolete before it could be built. Cost? \$5 billion is a guess, but whatever the number is, we can start by doubling it. Avalanche protection is not a justification for rail. Please remember that if a railway can be protected from avalanches, so can a roadway.  A revolution in transportation and transit is coming; Uber and Lyft give us only a glimpse of the way transportation will evolve. In the near future, transit schedules will be a thing of the past. The transit system will have immediate information about the presence of riders and their destinations, and it will dispatch green vehicles of varying sizes to accommodate them. The system will respond to the riders, not the other way around -- and that system will run on asphalt. By improving the roadway, we will lay the groundwork for the future transportation system. In the meantime, an improved roadway will meet today's needs with a bus rapid transit system in dedicated lanes, which will be far more attractive to riders than today's buses, and far less costly than a train. To meet the transportation needs of the present and future, we need improvements to State Road 210:  Additional lanes  Realignment to avoid major avalanche paths  Minor adjustment of the Lone Peak Wilderness boundary to allow realignment  Straightening of the roadway  Elevation of the roadway  Avalanche sheds  Avalanche tunnels  Other avalanche protection such as Gaz-Ex and avalanche fences  Conduit for underground electrical transmission lines serving Alta.  A Cottonwood Canyons Transit Center  A Cottonwood Canyons Transit Center is essential to any canyon transportation solution. The mouth of Big Cottonwood seems to be the most promising location. Please remember that the four-mile stretch of Wasatch Boulevard between Big Cottonwood and Little Cottonwood is part of the traffic problem. A transit center can be a Wasatch recreation gateway, with parking, plaza, shops, restaurants and ski lockers. This center would be a regional attraction and an amenity for canyon visitors, replacing the current mining operations which</p>	Alta, UT	4/30/2015

There Is No Light at the End of That Tunnel

Little Cottonwood Canyon does not need or want a tunnel connection to Big Cottonwood or Park City. This canyon is small and fragile. A tunnel would be wasteful, needless, environmentally harmful, and destructive of the ski and summer destinations of Alta and Snowbird. The cost of a tunnel connection would be staggering -- especially in light of other priorities that are far more pressing, starting at living within our means as a society, and maintaining the infrastructure we have. A tunnel is solution in search of a problem. Mass transit from Sandy to Park City, or from Park City to Sandy? It is hard to say which is more ridiculous.

A tunnel using Little Cottonwood as a transportation corridor would be extremely harmful to the environment of the canyon, beginning with the construction process. How much of Little Cottonwood Canyon are we planning to leave to future generations? Has this beautiful little canyon not seen enough impacts of development -- when is enough enough?

To use Little Cottonwood as a transit corridor would also harm the ski and summer destination communities of Alta and Snowbird. Our Little Cottonwood resorts are world-renowned powder skiing destinations and peaceful summer refuges. We will not improve them by turning them into train stops and commodities for mass consumption.

The Future of Alta and Alta Ski Area

Alta's recreation, economy and community are centered and based on alpine skiing, as well as backcountry skiing, hiking, biking and climbing. Improvements in transportation and community space are needed, but they should not overwhelm the scale of Alta and Little Cottonwood Canyon, and they should not become a means toward massive real estate development.

A stated objective of the CCTF is to privatize public lands for "future development to support activity at transit stops". This should be of extreme concern. Why should public bodies promote "development to support activity at transit stops" -- aren't transit stops meant to serve the public, instead of the other way around? It should also be subject to a full public process, rather than back room dealing of lands owned by the American people. Any exchanges of US Forest Service lands in Alta should take place within the Mountain Accord process, should be subject to full NEPA review, and should be limited in size and scale to the reasonable needs of ski area operations. Existing ways of access also have to be preserved.

Finally, reasonable and limited expansion of the Forest Service special use permit for Alta Ski Area should be considered, in places and ways that do not transport lift-serviced skiers to the ridgelines of north-facing Big Cottonwood Canyon. This consideration should include the Tuscarora/Wolverine area. This would be a balanced trade-off for Alta Ski Area to forego construction of a ski lift in Grizzly Gulch.

A Way Forward

Let's move forward with care and humilitv. Remember that manv of us who are plannng this future for our canvons will not live to see the final results. We do not have to destrv Little Cottonwood Canvon in order to save it.

Save our Town

Alta. Our Town. My Town. So much good in this four letter word.

Authentic, rugged, rustic, beautiful, majestic, intimate, personal, friendly, clean, nostalgic, village, moose, ermine, porcupine, lupin, bluebells, columbine, white-tailed deer, creeks, streams, lakes, rocky outcroppings, glacial remains, dirt, people with a passion for skiing, hiking, living close to the land.

Our community is vibrant, active and alive year around whether visitors are present or not.

Our very character is threatened to the core by the proposed Mountain Accord Blueprint in removing the restrictions to visitations that were established by the US Forest Service when parking at the ski resorts was limited and the resort boundary expansions curtailed.

Land swaps allowing resort expansion of both terrain and business opportunities in the base zones threatens the balance reached between the resort services and the supporting businesses of lodges and other retail shops.

ski resort businesses will be greatly aided at the expense of other business interests

watershed protections in place for decades are eroded by making available "new" water and calling into question other developments that have been waiting for new sources of water for their developments in the Albion Basin

Providing faster access to LCC does not ensure a quality experience for the residents, employees, businesses, nor visitors and tourists

looking at a sea of people is not what people come to view

construction of transit hubs will degrade the viewshed

eliminates the "village" of Alta by making it a transit destination

no longer intimate, personal, nor friendly due to unlimited access to all, Town of Alta will experience overcrowding and overuse as is already the case on holiday weekends during winter and summer

The "World-class transportation system" envisioned, eliminates the unique "Alta" experience by making the access the same as for all resorts/destinations

not safer, still subject to the same avalanches as the roadway

deer or moose on the tracks would cause safety problems as they do now on the road

unlike Zion or any other national park, Alta is a Town with residents, a school, library and post office. Shuttling visitors up and down all hours of the day and night converts the Town away from an alpine village and into an urban jungle with "structures," moving transit, transit buildings and the need for ever more infrastructure to support the people tsunami

Bad idea to make a "forever" solution to a temporary problem (timeframe of study is 25 years)

once a tunnel is built, the scar is present long after its usefulness

mining scars still evident despite not being actively pursued for over 100 years

planning for a generation, yet making impacts in the glacial timeframe is unwise

Climatic conditions/systems are never constant, nor guaranteed, blueprint suggests planning was based on a cool/cold scenario of abundant snowfall, or at least temperatures to allow abundant snowmaking in all elevations in the Wasatch areas. this is both imprudent and foolhardy

Dispersed recreation becomes impossible as more people move onto or across private and public lands, searching for ever-diminishing tranquility and natural beauty

Economic hardship will result to the residents of the Town with an ever increasing influx of visitors requiring an ever increasing expenditure for municipal services: police, fire, water, public restrooms, trash removal

Similar concerns will exist with growth within the Town unless citizens in the Town have an opportunity to identify the level of growth they desire - BEFORE Mountain Accord program dictates to the Town

Competitiveness in ski resorts will be largely driven by temperatures and snow— just as it was this year. People will ski areas where there is snow, and limit visits to lower, drier areas. This cost the taxpayers of Utah nothing, no infrastructure built, no grand bargaining, no scars on the landscape. Snow supply brought demand and revenue.

Plea

Save Our Town by preventing unlimited access into Little Cottonwood Canyon,

Avoid further development that irreparably damages riparian corridors in LCC,

Unless or until we have a better understanding of climate and warming that has been occurring, to avoid the possibility that the Central Wasatch will become the next "California" and experience 1200 year drought conditions, avoid expansive developments whether transport or business, in LCC, BCC, and the SL Valley as well

Avoid creating Alta as a one "Company" town

Prioritize preservation of the land, watershed, viewshed and ecosystems,

Protect the natural viewshed in LCC not only as seen from Highway 210, but while on the hiking trails as well,

Restrain growing populations' demand for water by restricting new access to water and limit outdoor landscaping to native species

Put Mountain Accord to a citizen vote: not merely Mayors and special interest groups

Howdy, this is Creighton Hart a property owner in salt Lake Count and a 35 plus year resident of the Wasatch Community having worked at all 7 ski areas in some capacity and am quite involved in the environmental health and protection of this very Unique Mountain Range and its proximity to the Urban core.

Enough of me, I hope to break my comments into the 4 areas under review Transportation, Economic, Environment. and Recreation. As each has unique needs and concernation, despite their intermingled natures.

Transportation: I completely agree that the canyons and notably the ski areas are in need of transportation needs being addressed. I strongly disagree that a 3.5 BILLION dollar train from Sandy to Park City cutting into the fragile Little Cottonwood Canyon and the tunneling to Brighton before tunneling again into Park City really makes sense nor will truly solve the trouble of the so called "RED SNAKE" or bumper to bumper traffic that occurs on weekends or powder days.

The people in a 16 page comment from the Granite/Golden Triangle community were quite opposed, as were the folks of Park City when I attended some of their public hearings.

As an alternative to a train that will surely have cost overruns and severely distrupte operations in little cottonwood canyon and visitor experiences for years during it construction. Does anyone remember when Alta Ski Area planned for a 1 summer to drill 800 feet or so to install the Cecret Lake water/snowmaking system, will know and realize due to the complexity of the rock it was actually 3 summers before that short tunnel was completed.

1. develop and price out what a UTA fleet of the 20 passenger Ford Transit Vans used by the local companies such as Canyon Transportation and Alta Shuttle use, would cost to provide a 24/7 schedule of service in the big and little cottonwood canyons. This would be a service that Could have great flexibility and could have more vans available on peak periods such as Christmas/New Years, Martin Luther King and Presidents Days, as well as Powder weekends and days, it would be available for that peak summer usage from July 1st to Sept15th. In todays age of theory, statistical analsysis and computer programing I bet a program could be designed to meet Transportation in the Canyons while reducing personal Auto usage.

remember 1 full 20 passenger van would take 20 single passenger cars off the road, and 10 2 passenger cars etc. ect. off the road. Possibly a fleet of Natural Gas or Electric vehicles similar to the Chatanogaa TN fleet of all electric buses.

Suggest that the massive 3.5 Billion dollars be utilized on roadways that actually serve more vehicles a day and are in severe need of repair and or expansion to truly serve the proposed doubling of population projected .

2. I suggest that the money be used on the section of Highway in the Parleys Canyon mouth, from the Foothill Blvd to 3300 south it is old infrastructure, crowded, has poor feeders and exits that are dangerous such as where parleys flows into I-215 and the exit to 3300 south in the southbound direction. The entire section of 2 lane highway from the parleys I 80 thru the foothill and to were it winds and eventual meets I-215 by the East end of the Salt Lake City Golf is dangerous, not designed for the number of trucks or the growing commuter traffic from

SLC to PC and PC to SLC. Super hairy scary. As well the 1300 East entrance to Eastbound I80 could use an additional lane and longer merge section.

3. The exiting off I 15 north at the 90 south Sandy exit which serves Sandy and is a gateway to the Cottonwood canyons is a night mare and is not adequately built to meet the demands and sheer number of cars.

4. You Civil engineering guys will like this thought, I-80 in Parleys is an Interstate Highway, that if we really stretch or minds, imagination and thinking caps could be one of the first sections of America's High Speed Continental Railway. Yes. that is what I said.

With that in your mind visualize a Tunnel starting at East Canyon Resevior and Tunneling at grade to the Park City Jeremy Ranch or some determined Wasatch back location. Such a tunnel could be used for the daily commuters either in cars, a to be build train serving the skier and commuters. I would take off many cars on the road, would possibly shorten the time from PC to SLC and could certainly reduce emissions as a at grade road/train would require less fuel than one that had to climb over the pass. As part of this I suggest that Parleys have designated bike lane so as to connect slc/pc with a cycling route and that would allow for connections to the east west supported trails to link with the Bonneville shore line and Jordan river trails. (technically you could then ride your bike on designated trails from center of slc valley to Evenson wy.

Alta, UT 2a

4/30/2015

Alta, UT 3a

5/1/2015

<p>5. Immediately develop a large park and ride and transit center at the large unused space of land by the Olympus Mall on the East Side of the Freeway. Look into buying the abandoned Binggeli Rock Quarry at the North end of the Wasatch Blvd rock quarry complex, and develop it as a mixed use park and ride transit commerce center. It is across the street from the current park and ride at 6200. See if it would work out with the County/ Sandy to develop a park in ride on the west side of the road across from the UDOT sand/gravel storage by the La Calle.</p> <p>There has been talk of turning that vacant hillside and adjacent land west of the La Calle into a park this proposed parking lot could serve both the park and skiers. I know that the disc golf community would love a course on some of that land, ideally you need 20-acres. All of these lots would serve the UTA/ Resort partnered transit plan. Remember a vast portion of the UTA Ski buses were purchased with ski area moneys.</p> <p>6. Westbound I-80 at the Kimball Junction is a nightmare ( funky double lane feeder) possibly replace with a meter or additional lane all the way to Jeremy. Plus the uphill section of I-80 west from Jeremy to the Summit is inadequate to handle all the traffic especially with so many oil gas trucks or just normal Interstate traffic, Suggest an additional lane for the uphill section, ease congestion.</p> <p>7. Probably one of my more wilder uses of the 3.5 billion would be to explore a TRAX line from the University that would run down foothill to Olympus hills and then follow I-215 to the trax at 6200 or 7200 area.</p> <p>Truly the Cottonwoods need transportation assistance but not a train, as one of my long time friends and a 2nd generation Alta Businessman once said " Every boy wants a train at Christmas, but that doesn't mean they are going to get one. The proposed suggestions will certainly assist the Transportation needs of a far greater number of users on a daily basis, assisting the city with better flow of traffic, as opposed to destroying the National Scenic Byway Status of Little Cottonwood Canyon which on its busiest days has 12000 to 13000 vehicles at max</p> <p>Environment: The single most important aspect of the Wasatch, its scenic and unique proximity to SLC, is the reason we are here. However over use it, lose it. It is our H2 O supply and suggest that a special watershed management area that have very restrictive usage be developed. I am not a fan of the NATION MONUMENT as proposed since such designated status usually creates increased usage and visitation. We need to create our own unique Salt Lake City solution such as an County Watershed management district that allows for regulated usage but still could allow for the usage of helicopters for rescue purposes only. For Example Seattle has a watershed area that is completely off limits to any and all use. we don't need something that restrictive.</p> <p>Some of my biggest concerns are that on much of these land no US Forest Service Carrying Capacity evaluations have been established for either summer or winter. It might even get to the point where you need to get a permit to hike in mill creek go to donut fall or hike white pine.... time tell.</p> <p>Truly think that the multi county and various governmental agencies need to develop a species specific list of landscaping plants that are native to the region and are suited for residential plantings at homes and business that are built in this fragile ecosystem. As a wildflower guide and long time resident I have seen much development of once pristine lands and have seen too many non native invasive species planted.</p> <p>I am deeply concerned about the lack of the proposed plans on the lands under discussion in the Federal.Private land swap they all look to solely serve the further expansion of the ski areas, The one most worrisome is the snowbird one do the get more land to create a base facility in American fork, virtually assuring more people development and degradation of the environment in a currently undisturbed area.</p> <p>Fyi about to be logged of this computer will finish the rest of comments in a second e mail.</p>		
<p>Mountain Accord Planners 375 West 200 South, Suite 275 Salt Lake City, UT 84101</p> <p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated? *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing? *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance? Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	American Fork, UT	4/29/2015
<p>Dear Sir/Madam: I own a home in Park City, Utah on Crescent Road. I support ONE Wasatch and over-the-snow connectivity. I think it will improve transportation to/from Utah's ski resorts, help Utah's economy and help Utah compete with other ski regions. Thank you,</p>	Arlington, VA	4/29/2015
<p>To whom this may concern, As a regular international skier to Utah and other North American ski resorts, I whole heartedly support the 'one Wasatch' and over snow connectivity. It makes the decision of which resorts or states to ski in much easier – a very compelling chase to ski in the Wasatch. Message: A great idea, it will certainly make a trip to Utah much more appealing to overseas skiers such as myself who would like to experience as many different resorts as possible in a short period of time. ☺</p>	Australia	4/30/2015
<p>Bill and I have not been at the last Planning and Zoning Meeting and not at the last Town Council Meeting because we do what so many Alta residents do after Alta closes. This year we sacrificed for all of you and left in early April so that you would get 3 feet of snow on April 15. We hope you all got to enjoy the "Pow". We are voting residents of Alta but go to Bend, OR for 5 months in the summer and do not return to Alta until the snow comes. We did live in Alta full time for 10 years. And so know what it is like to be in Alta after the Ski Lifts close. For the six weeks from the time Alta closes until the Summer Rd. opens around the Fourth of July there is not a need for train transportation up and down the canyon and only a minimal need for bus transportation.No one visits Alta. During the ski season and thru the summer months I would like to see greatly improved bus transportation in Little Cottonwood Canyon like the shuttles that are used in Zion. These could be designed for greater speed, frequency and capacity and have a modern look and feel. Snowsheds could be built along the road path where needed. The shuttle would limit the car traffic in the canyon and require less need for large parking areas in the Albion Grill area. A "Town Center" could be developed in the Albion Grill area with a bus transportation hub. Employee housing could be in this area and a good restaurant. We already have wonderful ski shops in Alta. I hope Alta would never have a need for fur shops and jewelry boutiques like those in Vail. I tryto buy some equipment from the Alta shops, but usually go to Kirkham's or REI in Salt Lake. At those stores Alta locals do not have to pay the extra sales tax that is charged in Alta. In the summer the canyon is crowded with people mainly from Salt Lake who come to see the flowers and to hike. These visitors might have dinner up in Alta or buy lunch supplies from the Grill, but they will do there shopping in Salt Lake also at REI or Costco or at the many shops they have easy access to in The Valley. Our little "Town Center" should evaluate the viability of shops. I am enthusiastic about the land swap with the forest service. I want to see Superior, Flagstaff, The Emmas and Grizzley Gulch protected. It seems to make a lot of sense to have Alta Ski Lifts own and control the land along the rope tow. I am also in favor of the Ski Lift Company developing another hotel in this area and hopefully it will have a great restaurant that we can all frequent. In the larger transportation picture, I feel a commuter train would be a great addition in Parley's Canyon along the I80 corridor. Mountain Accord has stated that a train here would not move travelers faster than cars. Which may be so, but the train would take many cars off the road with their exhaust pollution much as the Frontrunner has taken cars off I15. Commuters travel this route year round in both directions. How nice for them to be able to read a paper, do work or socialize on the twice a day trips from Salt Lake to Park City and Park City to Salt Lake. All of you connected with the Town of Alta and Mountain Accord have put so much work into your proposals. I support some of your changes to our Town. I do think of the "Town Center" as our Town Offices, Our Lady of the Snow and our Post Office. A more elaborate "Town Center" could be established near the Albion Grill. But the train proposal, I believe, would be an environmental disaster to our beautiful Little Cottonwood Canyon</p>	Bend, Oregon	4/18/2015
<p>As a property owner in Park city I have for years wondered at the total inability/failure of the various ski resorts to offer a single large product for skiing – this product is available in Europe yet 5 resorts within a stone's throw of each other have over the years been unable to achieve a relatively simple and sensible result. It is with a feeling of relief that I see that common sense has prevailed and that which ought to have existed years ago will now hopefully exist in the near future. I support the imitative wholeheartedly.</p>	Bermuda	4/30/2015
<p>Although we are from the east, we loved to ski in Alta and Snowbird. We are opposed to the commercialization of One Wasatch.</p>	Bethlehem, PA	4/30/2015

<p>I am a frequent visitor to the Wasatch because of the balance that currently exists between developed and undeveloped skiing. Please protect the existing backcountry skiing opportunities and conserve the natural environment. Any decisions made should consider Grizzly Gulch, as one of the prime, easily accessible backcountry areas that currently exists.</p> <p>Also, please consider an uphill travel policy for all the resorts in the range.</p> <p>Look to Winter Wildlands Alliance and the Wasatch Backcountry Alliance for more detailed suggestions.</p> <p>Thank you for your time,</p>	Boise, ID	4/30/2015
<p>Dear Mountain Accord Executive Board:</p> <p>Having previously signed and submitted official comments on behalf of Winter Wildlands Alliance, the organization I lead, and Wasatch Backcountry Alliance, where I serve as a board member, I hope you will accept the following as personal comments on the proposed Blueprint. The Winter Wildlands Alliance/Wasatch Backcountry Alliance comments provide recreational, environmental and economic arguments for protecting the remaining undeveloped lands of the Wasatch – a head response, if you will. Please consider what follows a heart response from a fifth generation Utahn with unwavering fidelity to these mountains.</p> <p>I grew up at the base of the Wasatch with Little Cottonwood Creek flowing through my backyard. While my parents did not ski (though we spent plenty of time in the mountains during summer) at nine years old I begged my mother to sign me up for the free Deseret News Ski School at Alta. To say that first experience sliding on snow set my life's path is not an exaggeration. From that day on I identified first and foremost as a skier, with the checkered school attendance record to prove it. I stayed in Salt Lake for college, attending the University of Utah, because I couldn't fathom being away from Wasatch. After college I began working in Utah's resort and tourism industry in positions first at the Park City Chamber/Bureau then the U.S. Ski Team, Park City Ski Area (yes, we were proudly a ski area, not a resort at that time) and finally serving for five years as president of the Utah Ski Association and its marketing company Ski Utah. After my D News Ski School experience I saved my allowance and lawn mowing money to buy my first pair of skis and boots – used from the rental fleet at the now long defunct Jerry's Sporting Goods in Murray. In the ensuing years I always put money away first from my summer jobs to buy a season pass in the fall – if memory serves, \$125 for a season pass at Solitude during my high school and college years. My years in Utah's resort industry corresponded with steady growth in skier days and development and I am proud of the work my colleagues and I did to help put Utah skiing on the map. At the same time, more skiers meant less powder and I, like many other skiers and snowboarders, began venturing into the backcountry in search of an untracked experience. I did not expect for the whole of the backcountry experience to affect me in such a profound way. That is to say, the Zen-like one-foot-in-front-of-the-other rhythm of a long skin track approach, the exhilaration, of course, of face shots in deep Wasatch powder, but even more so, the direct connection to a landscape one discovers when you know that landscape will exact a life-or-death toll for a poor decision. I was not alone in venturing away from resorts and into the backcountry. In fact, while nationwide resort skier days are flat or declining (and I'm extremely happy to see Utah resort skier days continue to buck that trend), backcountry skiing and snowboarding are experiencing double-digit growth every year and backcountry gear sales are the only segment of winter sports equipment in growth mode. While my allegiance to Utah's ski resorts remains strong, it was in part my discovery of the backcountry world that led me away from the resort industry and, after a short hiatus, into my current role at Winter Wildlands Alliance, a national organization devoted to promoting the winter backcountry experience and protecting the places that experience takes place. Suffice it to say, I have one foot firmly planted in Utah's resort world and the other in the Wasatch backcountry and a deep interest in seeing both remain viable. I believe the current balance between developed resort skiing and undeveloped backcountry skiing in the Wasatch is not only fragile but is the area's strongest selling card economically. Indeed, the future of Utah's recreation and tourist economy may very well lie more in what is protected than in what is developed. My plea to you, as Mountain Accord Executive Committee Members, however, comes not from an economic or a skiing perspective, but from a place more basic and fundamental. The Wasatch is truly unique and truly priceless. In the truest sense of "the commons," these mountains are a birthright that each of you and I and the generations that follow share. A place to find solitude and respite from the ever-increasing noise and stress of city life and to experience what wildness remains on its own terms. We owe it to our children and their children to protect their birthright. To my mind, preserving the Wasatch as a shared birthright means holding development in check. I support land exchanges that will protect the remaining undeveloped lands, particularly in the upper reaches of Big and Little Cottonwood, in exchange for base area acreage where development is appropriate and for water for expanded snowmaking to help resorts be more viable. I cannot support the One Wasatch concept or, for that matter, any further connection that destroys the backcountry character of the remaining undeveloped lands. I recognize the need for transportation solutions but I am deeply concerned by what seems a myopic insistence that a train and tunnels are that solution. I certainly do not support tying land exchanges to protect open space to the train/tunnel alternative. At the very least, a broader array of transportation alternatives should be thoroughly studied before deciding on a solution. In the meantime, land and water exchanges should move forward independently. Finally, heartfelt thanks to each of you for your countless hours of work and your willingness to take on such a huge endeavor as Mountain Accord. The decisions before you are monumental and permanent. Please, be vigilant and wise in preserving this irreplaceable resource not just for today but for future generations.</p>	Boise, ID	5/1/2015
<p>Please thoughtfully consider the One Wasatch proposal.</p> <p>I am one who was very concerned about the impact such a proposal would have on the beautiful mountains and nature we all love in Utah when I first heard of this proposal.</p> <p>After a moderate amount of studying the issue and thinking about the incredible way each of the resorts in question have preserved nature's bounty with their existing developments, I am very much in favor of the One Wasatch proposal.</p> <p>It will make life SO much easier and will showcase Utah in a way no other place on earth can be showcased.</p>	Boston, MA	5/1/2015
<p>To whom it may concern,</p> <p>I am writing to provide input on the proposals outlined in the Mountain Accord.</p> <p>I have been skiing at Alta since my father, who was in the 10th Mountain Division during WW II, brought our family to Utah in 1964. I have skied, hiked, and worked in Little Cottonwood Canyon. I have skied from Alta to Brighton and back. I have also witnessed many changes over the years including expansions at Alta (relatively minor), Park City and Salt Lake City (both major). With these changes has come the severe pollution and congestion problems I have seen develop in the valley.</p> <p>As you can tell, Alta is a very special place for me and my family. Although we live in Colorado, we make a special point to visit Alta every year. We have fostered the love of the area in a third generation and I suspect that it will not be too long before a fourth generation joins us. We are all taken by the quiet, end of canyon experience which remains relatively pristine and peaceful. The value of open space for watershed and wildlife should not be underestimated.</p> <p>As a result I recommend BRT up Little Cottonwood Canyon and a train to Park City with no tunnel in between the canyons. A tunnel would bring too much traffic and development to the small canyons adversely affecting the things that make Little and Big Cottonwood Canyons special. The money spent on such a large project could be better utilized to increase mass transit in the valley where many more people would benefit.</p> <p>Although I understand the value of large resort areas such as Park City, I believe it is critical to maintain the character of small resorts as well. The renewing effects of time in a place like Alta cannot be overestimated. If all the canyon resorts are connected, becoming one mega-resort, there will be no reason for us to travel anywhere farther than Vail. Please do not let this happen.</p> <p>Thank you for your consideration</p>	Boulder, CO	4/30/2015
<p><u>Clearly a win for the Utah ski industry and economy.</u></p>	Boulder, CO	5/1/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Bountiful, UT	4/28/2015
<p>There should be no tram, gondola, chairlifts, etc. linking ☹</p>	Bountiful, UT	4/30/2015

<p>My Comments:</p> <p>There should be no tram, gondola or chairlifts linking the canyons with each other or with Park City. There should be no train up LCC and no tunnel to Park City.</p> <p>What we should do, is run a natural gas powered shuttle bus system in LCC and BCC as they do in Zion National Park. The shuttle should be free or very low cost in order to incentivize their use. Private auto traffic would be prohibited after 7am when the trams started running. Even then, one would need to get a permit (perhaps with a cost) in order to drive up the Canyon early for "dawn patrol" etc. The shuttles would have to run every 15 minutes. In winter, there would need to be express shuttles that run non-stop to the ski resorts, and slower shuttles that stop at or near the trail heads for backcountry skiers.</p> <p>In summer, the express shuttles would not be needed. The regular shuttle would stop at or reasonably close to hiking trail heads and climbing spots.</p> <p>The Trax system would need to be linked to the shuttles at the bottom of each canyon. This would lessen the need for bigger parking lots/structures at the bottom.</p>	Bountiful, UT	4/30/2015
<p>Attn: Wasatch Mountain Accord (Ski-1 Utah)</p> <p>The most cost effective approach to expanding year round access and to reduce canyon traffic would be to reevaluate and expand UTA service into and within the canyons:</p> <ul style="list-style-type: none"> <li>- Establish parking arrangements at the various commercial centers for only weekend parking (Old Mill Center / 30th East Parking Structures / Park City Resorts /etc. ). Parking could start on a trial bases, be patrolled by the UTA Security Force and would accommodate highest &amp; best use for the busy weekends.</li> <li>- Have a two tier system of UTA buses: 1) express buses to service only the major parking lots in the canyon (All Resorts / Cardiff / Tanner Flats / etc.). Then establish a coach system in canyon using smaller sight-seeing type dome coaches having bike and ski racks to service all trail head in both summer and winter.</li> <li>- Key element is to have "strict no parking enforcement" everywhere except in designated lots. No parking along any road in the canyon. People wanting to use the canyon may be refed to commercial parking lots at or near the canyon. Regular express buses will have scheduled to service all the larger and commercial lots both in and out of the canyons. An Informational kais should be established on the highway at the mouth of both Big and Little Cottonwood Canyons. Smaller UTA coaches may be regularly scheduled between Park City, Wasatch State Park, Brighton and etc.</li> <li>- Eliminating auto traffic by using sight-seeing dome like coaches in the canyon will enhance bike riding, accommodate hiking, backcountry skiing, build year round tourism and increase other meaningful canyon use with the possibility of new year round destination venues in the canyons.</li> <li>- Ski-1 Utah will be able to make the necessary connections between all the resorts with the minimal use of additional chairlift and/or trams.</li> </ul>	Brighton, UT	3/26/2015
<p>We are homeowners in Brighton and have been concerned about the issues that you have been asked to consider.</p> <p>Wilderness, watershed, and clean air should be top priority as you look at the health of the Cottonwood Canyons. We suggest the following to be taken into consideration:</p> <ol style="list-style-type: none"> <li>1. No tunnels should be built or connecting trams from one canyon or one resort to another. It works in the Swiss Alps because of the magnitude of the size of the range. The Wasatch range in comparison is small and so much more fragile. Any type of connection would scar the wilderness and be more of a benefit for tourists than for the locals who treasure these areas.</li> <li>2. Please consider putting a pay booth at the mouth of each canyon for the summer season from May to November. It was mentioned in your community meeting that there was more traffic in the summer months than winter months. The money generated by the toll booths would lessen car traffic and pay for better established trailhead parking and amenities. Common sense seems to say that if people have to pay to use the canyons, the money can be used to upgrade and maintain the canyon. Buses should be available for those who don't want to pay. But, it will lessen car traffic if people have to pay and they will take more ownership in the care of the canyon. There will be less pollution as well. (Good examples are Millcreek Canyon and Snow Canyon.)</li> <li>3. Limit any type of developments in these canyons. We do not want Brighton to turn into a Deer Valley. Let the tourists and developers enjoy the Park City area, but leave these canyons for the enjoyment for the locals and their posterity.</li> </ol> <p>Thank-you for your consideration. Please do the right thing for our future.</p>	Brighton, UT	4/30/2015
<p>I am distressed that the Mountain Accord proposal seems to put the interests of corporations (specifically ski and hotel corporations) ahead of the interests of Utah residents and the Wasatch environment.</p> <p>I believe that, in planning for the future, our priorities should be: 1) Protection of the unique ecosystem of our precious Wasatch; 2) Protection of our watershed; 3) Providing a variety of recreational opportunities for the people of Utah. The interests of ski resort corporations and real estate developers should be far FAR down the list of priorities. It is not our job as taxpayers and as stewards of our environment to enhance the profits of these business interests.</p> <p>Based on those priorities:</p> <p>I applaud the proposals to provide improved public transportation into each of the canyons.</p> <p>I endorse the land swaps -- as long as we can be assured that that's ALL that the ski resorts will ask for. (It seems that Snowbird is already looking for more!)</p> <p>I am extremely opposed to any efforts to link ski resorts from one canyon to the next -- whether by tunnels or by lift systems such as SkiLink. Such schemes will provide almost no benefit to local skiers. The only ones who will truly benefit are the ski corporations, who can use them as marketing gimmicks.</p> <p>I hope that you'll listen sincerely to public input on your proposal.</p>	Brighton, UT	5/1/2015
<p>I support One Wasatch. I think it would be fun to enjoy more of the mountains. I think it would be good for Utah economy and set it apart from other destinations.</p> <p>It will make my ski vacations more fun and enjoyable and we would stay longer.</p>	Carlsbad, CA	4/30/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <ul style="list-style-type: none"> <li>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</li> <li>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</li> </ul> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Clinton, UT	4/29/2015
<p>I've been visiting Salt Lake City once to twice a year for the last ten years, primarily in Winter to ski at Alta and Snowbird. Coming from Colorado, Utah is a much needed escape from the overcrowded mega-resorts. The population boom will be unavoidable, but I hope that the current state of Utah's Central Wasatch resorts does not change one bit for as long as possible, otherwise, people like me will no longer visit and look towards the next, less crowded snow haven. I especially do not want to see the connecting of resorts as this will ruin the surrounding backcountry and promote the mega-resort vibe that many of us want to avoid.</p> <p>Thanks</p>	Colorado	3/17/2015

<p>Dear Committee Members: The Wasatch Mountain Club was represented on the Recreation, Environment and Economic Systems Committees as well as the Steering Committee during the development of the blueprint. We appreciate the opportunity to have participated in the planning process for the future of the Wasatch Mountains. We will limit our comments to those issues that most affect our members and these involve dispersed recreation (hiking, skiing, biking and the like) and transportation to trailheads. We believe the process has identified the key issues facing the Wasatch. The governing board and members believe that the first priority is to maintain the quality and quantity of water produced by our mountains. Following close behind is preserving the visual and natural values. We are in general agreement with the Environment System Proposed Actions. We are also in general agreement with the Recreation System Proposed Actions. Protecting backcountry access and protecting existing backcountry winter use from additional lift-served users is key to our enjoyment of the winter Wasatch. The land exchange between the ski areas and public lands is important for us to see resolved. An enhanced trail system will be welcomed and should focus on the most at risk areas in the foothills including the BST. For the Economic System we support generating additional tax revenue so there can be reinvestment in funding land purchases, trail improvements and the like. We strongly support the concept of focusing development in already developed areas and keeping the bulk of development out of the mountains. As for the Transportation System we support expanding transit services in Mill Creek, Little Cottonwood and Big Cottonwood Canyons. We do have concerns regarding the connection between Little Cottonwood canyon and Summit County. We are not in favor of the aerial solution. A transportation system will need to serve the many trailheads we use both summer and winter. We look forward to working out the details during the NEPA process. Our continued support of the current Mountain Accord process and draft blueprint is based on all parties continuing to work in good faith toward a vision that protects the canyon environment and citizen interests. Regards: William McCarvill President, Wasatch Mountain Club</p>	Cottonwood Heights, UT	3/23/2015
<p>Dear Mountain Accord Executive Board:  We, the undersigned, write to express our support for the Mountain Accord process which we believe can become the most effective means to preserve and protect the integrity of the Central Wasatch Mountain area. In briefly outlining our thinking, we will make clear our emphatic opposition to the consideration of a proposed rail link connecting ski areas in Little Cottonwood Canyon to other locations in the Central Wasatch Mountain region. It is our understanding that the Mountain Accord process has established four areas of concern upon which to focus its study, these being:  Environment Recreation Transportation Economic  We will address comments to these collectively and individually. Further, we strongly suggest that the Mountain Accord process realizes that its constituency and primary beneficiary is and must continue to be the citizens of the Salt Lake valley and the state of Utah and not tourists from other parts of the US and the world. This reality must be axiomatic to the planning process.  It is our belief that to be effective the Mountain Accord process must prioritize amongst it's defined areas of focus. Clearly a workable plan cannot maximize objectives in each of these separate arenas. Our recommendation is that priorities should be aligned win the order states above.  Environment  The Mountain Accord process seeks to plan responsibly for an environ that is totally unique- visitors come from across the country and around the world to share in it's abundance with the local populace. At the same time this fragile resource is watershed providing for a significant portion of the needs of the greater Salt Lake valley. Also requiring careful attention is the sensitive ecosystem hosting floral and fauna and is already stressed by the climate change. The environment is and must continue to be Mountain Accord's foremost responsibility and priority. The recognition of this priority must preclude the consideration of the implementation of a rail system in the Mountain Accord final plan. Nothing contemplated thus far in the process could be more devastating in the Central Wasatch environment that the construction, operation and maintenance of any form of railroad transportation.  Recreation  Second only to environmental concerns, the Mountain Accord process must be concerned with the preservation and enhancement of recreation capacities. Skiers, hikers, bikers, backpackers, climbers and site seers all treasure the pristine and unique beauty of the Central Wasatch. A responsible plan must view the sanctity of this wilderness experience as inviolate and assure it's passage to future generations as it has been received in the present day. Clearly any form of rail transportation will not meet that criterion.  Transportation  Visionary transportation planning is integral to the Mountain Accord process. This must be accomplished by the creation of a system that transports people primarily to resorts, and secondarily between them and at all times constrained by causing minimal impact upon the environmental and recreational realities as discussed above. Budget and flexibility matters must be considered as well. It would seem obvious that given the variables in this equation that a modern well financed bus transportation system is by far the most effective and practical solution and vastly superior to any rail alternative. This conviction takes an added credence when the Mountain Accord considers that it's constituency and primary beneficiary is the local populace rather than the tourist trade. The latter's experience need not suffer when a well-equipped bus system is in place and if necessary, the present day ski interconnect is augmented as needed. Obviously additional verbiage can be brought to bear on this subject matter. In this interest of brevity, we will allow this to suffice.  Economic  The economic well being of the many businesses associated and dependent on the Central Wasatch Mountain region must receive conscientious scrutiny. Full discussions of this topic is not feasible in this format so we would suggest the following matters for the Executive Board to consider:  1. Economic/business growth in any form that imperils the environment, the recreational enjoyment or quality of life experience should be considered counter productive.  2. Each recreational/resort area has a finite capacity. Future growth can and will be supplied to a significant degree by population growth in the Salt Lake valley and the state of Utah. Well crafted financial models will assure reasoned, profitable and efficient expansion.  3. Powerful economic interests can be expected to exert pressure upon the Mountain Accord process which may or may not be consistent with the priorities stated herein. These must be identified and resisted.  4. \$5 billion and counting for a rail system that can drastically detract from that which it seeks to service is unconscionable when a well designed bus alternative can serve with greater flexibility and less impact at a fraction of the cost.  We thank you for your consideration of our thoughts. ☺</p>	Cottonwood Heights, UT	4/20/2015
<p>As a taxpayer and Utah resident since 1967. I want it to be known that my opinion and position on the Mountain Accord, exactly reflects the Wasatch Backcountry Alliance. Here's a link to this position <a href="http://wasatchbackcountryalliance.org/2015/04/22/wasatch-backcountry-alliance-submits-blueprint-comments-to-mountain-accord/">http://wasatchbackcountryalliance.org/2015/04/22/wasatch-backcountry-alliance-submits-blueprint-comments-to-mountain-accord/</a>  Also I want to point out that I use the Wasatch mountains to hike, bike, ski, fish and rock climb. I ski, hike, and bike both the backcountry and resorts, and I see no reason to make the ski resorts any larger. They are large enough already. One Wasatch is a completely stupid idea. There is no sound financial logic that One Wasatch will bring more skiers or tourism dollars. When Whistler/Blackcomb combined it didn't bring them more skiers/dollars. Don't make the same mistake they did. The fastest growing segment in the ski industry is backcountry skiing. The state of Utah will probably lose tourism dollars if they combine the resorts as backcountry ski tourists who eat drink and stay in hotels will go some where else. These backcountry skiers also usually do a resort day to two as well. It think One Wasatch will cost Utah dearly.</p>	Cottonwood Heights, UT	4/24/2015
<p>I am glad to see many groups involved in planning for growth.  The pristine beauty of our canyons must be preserved for the future. The watershed is of paramount importance. Limiting commercial growth must happen to protect this asset.  There is no need for tunnels or overland transport to link the many ski areas. We are about to have the largest ski area in America with the Canyons Park City linkup.  Rail access in the Cottonwood Canyons needs extensive study as the potential for negative impact on the canyons is great. How it would be connected to the rest of the Valley must also be addressed.  Growing Snowbird to the south is distressing.  I favor a very conservative approach.</p>	Cottonwood Heights, UT	4/25/2015
<p>I moved to UT primarily for love, but almost as important, for the quality of life afforded by the fabulous outdoor opportunities. I love to ski, snowshoe, hike and take nature photographs.  I believe public transport up the canyon roads should be frequent, comfortable, easy and affordable. I am a skier and guilty of using a car to get up the canyons, although I try to carpool. Part of the reason I moved to UT from the east coast was because of the beauty of the Wasatch Mountains, and the terrific skiing and hiking. Perhaps a special bus lane could work, constructed by widening the road to three lanes where feasible, with an alternate flow lane to accommodate bus traffic during winter peak times. Currently, I oppose a railway which would be an eyesore. Construction would likely negatively impact water quality and wildlife. Tunnels under Little Cottonwood Canyon, Big Cottonwood Canyon and Park City support ski resort marketing, especially for Park City area resorts, as the Cottonwood side of the Wasatch gets better snow. I am adamantly opposed to connecting the Summit and SL County resorts in this way. Tunnels pose environmental threats during and after construction and connecting the resorts would diminish the skiing experience for those of us who live and recreate on the Cottonwood Canyons side (Alta, Snowbird, Brighton, Solitude).  I support thoughtful land exchanges that preserve pristine Wasatch back country while allowing limited additional development in currently impacted areas. Land exchanges may lessen disputes over wilderness designation and other protections on public lands- a good thing. Permanent protection for public lands is crucial. I like those proposed in the 2010 Wasatch Wilderness and Protection Act. I support limited boundaries beyond which ski resorts will not be able to expand.  Please factor in climate change, i.e. global warming. The forecast is for declining snow packs and increasing wild fire threats- how will these affect the ski resorts and the Accord?</p>	Cottonwood Heights, UT	4/28/2015
<p>I applaud the effort of Mountain Accord, but I worry that its being driven too much by the stakeholders with the most power: the resorts and developers. I see too many concessions being given to those stake holders, and not enough towards preservation. One thing that doesn't come up: how tiny the Wasatch really is. It is a very small mountain range. A small development has a huge impact. ( One ridge line can connect two seemingly separate areas - so any changes in one area really affect adjacent areas ). The Wasatch are NOT the Alps - we do not have that much space to work with.  I think we need to focus more on preservation of the little back country feel we have, and limit the resorts and other private land holders to their existing shares, not expand them. Public transportation should be worked on, with a focus on reducing private car trips. ( Especially to the resorts, who generate the biggest amount of traffic )  Thank you for your consideration,</p>	Cottonwood Heights, UT	4/28/2015

<p>Mountain Accord Planners 375 West 200 South, Suite 275 Salt Lake City, UT 84101</p> <p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design. Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns. Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude. One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand. Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing? *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Cottonwood Heights, UT	4/28/2015
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<p>Hello,</p> <p>I find the Transportation section of your Blueprint to be a terrible idea.</p> <p>The idea that you would make more lanes for a BRT system up Little Cottonwood is stupid. The Canyon is very narrow. A Train is also a very bad idea. The Bus up Little Cottonwood needs to run more often.</p> <p><del>This looks like a public land grab.</del></p>	Cottonwood Heights, UT	4/29/2015
<p>I just wanted to comment that I am in favor of using Light rail to access Little Cottonwood Canyon. The current model is not sustainable.</p>	Cottonwood Heights, UT	4/30/2015
<p>I have been actively involved with Mountain Accord since its inception, serving on the Recreation System group representing an environmental organization. I have also done a great deal of outreach and community engagement to encourage public comment. I am a resident of Cottonwood Heights but the community where I work and play is Alta. I moved here after college 5 years ago and fell in love with Alta's unique environment and community.</p> <p>While I am happy to see a large group of representative stakeholders at the table working to plan for the Central Wasatch, I am deeply concerned about some of the proposed actions in the Blueprint.</p> <p>The proposed land swap between the Forest Service and Alta Ski area of base facility zone land for upper elevation land does provide a unique opportunity for conservation between the Emma's and Superior ridgeline, however, the potential for development in the base facility zone is concerning. I believe it should be a value for value transfer and possibly only include the land that Alta's existing facilities currently occupy. I see a great opportunity to place the area into a permanent protective land designation such as a conservation area, national recreation area or a national monument. I believe we need to protect the Central Wasatch from any further development and preserve this beautiful area for generations to come. I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</p> <p>I recognize that there is a need for an improvement in public transportation in LCC. However, I am not yet convinced that a train is the most cost effective, efficient or best answer. I look forward to further examination of cumulative impacts during the NEPA process. I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</p> <ul style="list-style-type: none"> <li>I am extremely concerned about the potential connection from Alta with BCC and Park City. I think this would change the character of our top of the canyon community forever and may be detrimental to the environment. The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection. I believe that the current balance of ski area and back country terrain should be maintained.</li> <li>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market. ☹️</li> </ul>	Cottonwood Heights, UT	4/30/2015
<p>We all know that managing the increased population and therefore increased wilderness use along the Wasatch Front is an issue. I need to make myself more familiar with the ENTIRE MC plan to comment on all of it, but won't have time to do so before the comment period ends May 1st.</p> <p>One issue I am acutely aware of I'd like to comment on.</p> <p>I live at the mouth of Little Cottonwood Canyon, use it most every day for skiing, hiking, mountain biking.</p> <p>I think the idea of putting more lanes, or worse yet, a rail system, right up the gut of this pristine world class Canyon is an absolutely huge error. Lets face it Guys, our precipitation patterns are going to drop in the next decades due to a variety of factors. The ski industry WILL shrink, not grow, as a result of this.</p> <p>WHY do we want to open the door to patterns that will inevitably shrink...by expanding?</p> <p>This doesn't make sense. If anything, increase mandatory vehicle # restrictions on big days and increase the bus schedule that is woefully inadequate at present.</p> <p>As an every day user, these big crowded days are rare, maybe 10 days per year (powder days). Most often the LCC road is quite empty and the resources at Alta and Snowbird are only receiving moderate use.</p> <p>Why ruin / destroy yet another Utah paradise so the corporations at the top of the Canyon can figure out even more ways to make money at the expense of the piece of earth that got them rich to begin with. Its hard not to get angry, but its important to stay civil and look for answers that are valid.</p> <p>PLEASE LEAVE LITTLE COTTONWOOD CANYON ALONE!!</p> <p>Don't let the tentacles of the greed already in process in the other canyons and townships reach the magic Canyon. Let them all go to Park City...Vail Corp will be ready for them with open arms, easy ski runs, tourist venues galore.</p> <p>Leave LCC for the purists, the hardcores, whatever you want to call them. Keep it exclusive and please don't ruin the very aspect that makes it sought after to begin with.</p> <p>As mentioned, I need more detail on the rest of your plan to make a constructive comment.</p> <p>BUT I can say that ANY LIFTS CONNECTING PARK CITY TO BIG OR LITTLE COTTONWOOD CANYONS is a total waste of money designed for nothing more than selling real estate and making Marketing Directors jobs easier. If developed, these conduits aren't going to get used. Patrons want to ski, not sit on chairlifts going absurd distances and then having to return.</p> <p>PLEASE DONT DESTROY OUR COVETED BACKCOUNTRY AREA WITH METAL POLES AND CABLES AND CHAIRS.</p> <p>Thanks all of you for your dedication to finding some sort of solution.</p> <p>I can only hope that the decision makers have or do actually use the areas and take part in the activities that will be forever altered by</p>	Cottonwood Heights, UT	4/30/2015
<p>I am very much opposed to any proposal for connecting the Cottonwoods with the Park City side of the mountain, or any of the Park City resorts.</p> <p>I agree that traffic in Little Cottonwood canyon is not sustainable, and options should be researched to provide better transit up Little Cottonwood from the Salt Lake City side. The current transit option that I'm aware of, the bus, is not appealing due to high cost, low capacity, slow speed, and inconvenient hours of operation.</p>	Cottonwood Heights, UT	4/30/2015

<p>I believe</p> <ol style="list-style-type: none"> <li>1) we have been intrusive enough into nature.</li> <li>2) we have enough people using the Canyons as it is.</li> <li>3) we don't need to connect all these ski areas together. How many different runs does one have to ski in a day? To spend all that money (where it is needed a lot more in a lot of other places) and further invade our land to cater to those who want more variety???</li> </ol> <p>Unthinkable that boredom could be so powerful!!!</p> <p>I do favor a more extensive year-round transit system with smaller, energy-efficient busses, at a lower cost for consumers, which would reduce cars in the canyon outside of Winter. Other than Winter, perhaps a bus every two hours, on the hour, from the canyon mouths, with a couple of stops mid-canyon, well marked with flashing lights approaching the stops. I think this would reduce the number of cars in the Summer.</p> <p>Also, I think the bus schedule connecting Big and Little Cottonwood Canyons should be easier and cheaper and take less time. And something should be created to provide cheaper transportation to Park City as well. Thanks so much for your time and dedication.</p>	<p>Cottonwood Heights, UT</p>	<p>4/30/2015</p>
<p>Hi: A quick comment on the Mountain Accord transportation study. Just do the train up Little Cottonwood Canyon as it is the only plan that makes long term sense. It is a solution that will last for decades and decades.</p>	<p>Cottonwood Heights, UT</p>	<p>4/30/2015</p>

<p>Transportation system</p> <p>Each side of the Wasatch should complete the improvements of their own particular transportation needs prior to starting the balance of the suggested plan. The updating of the system should be completed as stage one.</p> <ul style="list-style-type: none"> <li>- These improvements would include increased parking and widening of the entry roads to the Park City area from US 40 and 180. In Salt Lake, complete the planned expansion of the commuter roads from 6200 South along Wasatch to the Canyon Mouths.</li> <li>- Use the already existing alternate road up the south side of Little Cottonwood Canyon to circumvent avalanche dangers. Don't incur the additional expense of "sheds".</li> <li>- Restrict all traffic up both Cottonwood Canyons during peak times by using required public transportation.</li> <li>- The Park and Ride system would be preferred due to the variance of traffic use during the week, month, season and activity.</li> </ul> <p>Recreation System</p> <p>Recognize and conserve the integrity of the Front and Back. Review the differences between the uses, goals and desired focus of the Cottonwood Canyons verses the Summit county areas to capitalize on those varied contributions to our way of life.</p> <ul style="list-style-type: none"> <li>- The Cottonwoods are more local in feel with minimal commercial and destination resort focus. They are enjoyed for their wilderness, resources, daily use and individual natural habitat use. The canyons are boxed and accessed by smaller county roads.</li> <li>- The Park City area is internationally focused with maximum commercial development towards a destination resort for winter and summer activities. The area is very open and visible with its primary access from an interstate road system and easily improved county roads.</li> </ul> <p>Environmental Systems</p> <p>All the natural resources in the Central Wasatch are irreplaceable and should be preserved by using common sense not financial gain.</p> <ul style="list-style-type: none"> <li>- The water shed needs to be protected as it is the primary source of Wasatch Front culinary water.</li> <li>- Do not increase the allotment of water for commercial use, particularly for snow making.</li> <li>- Increase public access, preservation of wilderness and open space through the transfer of land from private into public to be governed by a National designation. Because it would be irreversible, restrict the transfer of public to private land until the addition information made available by the completion of the transportation systems has been reviewed.</li> <li>- Do not start the transfer of public to private land ownership until the transportation and environmental difficulties are fully discussed and outcomes reviewed. Currently, there is not enough information available to make these restriction and development decisions.</li> <li>- Improve the quantity and quality of trail systems on both sides of the Wasatch.</li> <li>- Promote cleaner air through restriction of auto use up the canyons and into the Park City areas.</li> </ul> <p>Economic systems</p> <p>Maintain existing balance between wilderness, resource, habitat, and development of the Wasatch Back and Front.</p> <ul style="list-style-type: none"> <li>- Promote the differences between each side, the Wasatch Front and Back canyons. A diversity of emphasized activities and atmospheres is much more appealing to a broader range of visitors than one large concept not desired by everyone. The variety, also, broadens an economic base.</li> <li>- If needed, development areas where people and infrastructure already exist putting a boundary on further mountain intrusion.</li> <li>- Be aware of concerns changes and development will diminish the individual character, beauty and economic contribution each area has to offer to all users.</li> </ul>	Cottonwood Heights, UT	4/30/2015
<p>I only have input on the Cottonwood Canyons (CC).</p> <p>A rail system seems very excessive, expensive and impracticable. I am in favor of improving the bus service and then charging a toll on private vehicles in the CC at peak traffic times to limit the number of vehicles and improve the bus service. The roads are generally good and could be widened in spots to accommodate faster and more frequent bus service.</p> <p>I am not in favor of a ski link joining Park City to the CC. The population of areas east of the CC will likely grow very dramatically and providing mechanized access for many additional people will degrade the quality of the experience in the canyons. Park City area residents chose to live there because of the existing special and desirable characteristics of their community, the same is true for residents on Salt Lake. Park City has a huge amount of ski terrain and it could be expanded further without impacting the CC. Park City area residents chose to live there without any reasonable expectation that they would have mechanized access into the CC and the Mountain Accord should not be designed to give them a windfall to the detriment of Salt Lake residents who will have a degraded experience. I am in favor of land swaps that will preserve or improve the current environmental conditions while giving the ski areas and other land holders as good or better economic value in concentrated areas near the current road systems.</p> <p>I am in favor of foot trails that would link the CC and Part City areas but not mountain biking. The presence of mountain bikes on trails seriously degrades them for hikes. Separate mountain biking trails could be established.</p>	Cottonwood Heights, UT	4/30/2015
<p>Thanks for allowing our comments on the Mountain Accord blueprint. My family moved to Salt Lake 8 years ago and after completing medical training we made a list of all our most desired cities to start our careers and family: Salt Lake, Denver, Reno/Tahoe, Bozeman, Flagstaff. We chose Salt Lake primarily for the Wasatch being in our backyard. Unparalleled backcountry skiing, biking, hiking, camping. It is a jewel that no other place in the country has to offer and I commend your efforts to address these inevitable issues.</p> <p>I understand the influence of the ski industry, but I feel that the Blueprint is weighted towards expansion of ski terrain. Proposals to expand ski resort access have been unrelenting in the past and competition between our resorts will drive further expansion and development that can not be undone. Public opinion over the years consistently supports more conservation and less development in the Central Wasatch. My specific concerns regarding the Blueprint are as follows:</p> <p>It appears the blueprint gives the ski resorts further expansion, a blueprint for interconnected resorts and base development. They get water for snowmaking and they will have subsidized mass transit. I understand that some important tracts of land would be preserved for public use, but the the proposal seems tilted towards expansion of resort "boundaries" into public lands. Proposals such as a chair lift up Grizzly Gulch and Tuscarora will expand the resort "boundaries" on to ridges that allow unrestricted resort access to the "protected" side-county and effectively expands the resorts terrain. I would ask that the proposed Honeycomb lift at Solitude not go higher than the current lift and not allow access into Silver Fork.</p> <p>I would ask that The Blueprint retain all suggested open land protections, including Grizzly Gulch-Catherines Pass and prevent resort expansion beyond current boundaries with no interconnect of any type. The resorts will get increased base development, water and an improved transportation system (not an interconnect of tunnels or chairlifts).</p> <p>As a user of public transportation, I would be much more inclined to abandon my car if the bus service was expanded, cheap and had stops at the major dispersed trailheads such as White Pine, Argents, Butler Fork, Mineral Fork etc. I would not favor a publically funded train or tunnel at this time and think that expansion of parking and increased subsidized bus services up all three canyons is a more practical approach than a billion dollar public project that primarily benefits the ski resorts.</p> <p>Thanks for your consideration and work on the Mountain Accord</p>	Cottonwood Heights,	4/30/2015

Dear Mtn Accorders,

Please find the following comments with regard to the MA proposals so far. I greatly appreciate the opportunity to comment on the process, thanks very much! As such, please find the following comments:

Background - My perspective

To, please, understand my perspective I must reprise some of the past history I have observed here. When I moved to the Butlerville area (now Cottonwood Heights) almost 38 years ago there was no development on the east side of Wasatch Blvd between Big Cottonwood Canyon and Olympus Cove. The Old Mill/Big Cottonwood Valley was nearly all dark at night, almost down to Holliday Blvd. The I-215 freeway did not exist there, it ended to the north at 4500 South. Only woods, the Old Mill and Demet's Tavern (now Hog Wallow) and the narrow BCC road existed in the Old Mill/BCC Valley. At that time in the Cottonwood Canyons there was a good balance between dispersed and developed recreation influenced terrain. But in the short period of time since then I have seen the original Powder Park, Desolation Lake area, Beartrap Canyon, Honeycomb Cliffs, Clayton Peak/Snake Creek Pass and Catherine's Pass areas in Big Cottonwood Canyon, and the Point Supreme/Catherine's in Little Cottonwood, and Mineral Fork areas switched from dispersed recreational areas to be under the influence of developed wintertime recreation. This switch has resulted in a significant change in the balance of terrain effected by the two interests. In fact, the developed interests now control almost all of the best, upper canyon, north facing ski terrain in the two Cottonwoods, which now seems to represent a significant imbalance between the two recreational interests. All of this happened in a very short period of time, so I believe that a full plan, like the MA, should be developed for the Canyons to arrest this gradual degradation of land use.

From this perspective please find the following comments about the future plans for the Central Wasatch mountains:

- 1) Highest and best use of the mountains - As we've witnessed a progressive urbanization of the mountains, and considering the forecasted doubling of the population in the next 40 years in the urban areas below, I would propose that the highest and best use of these mountains would be to provide respite from the urbanization below, as the valleys below become more and more crowded. As such, further development in the canyons should be minimized and the quality of the dispersed recreational experience should be preserved as much as possible while minimizing additional urbanization. The MA should be a tool to "manage the resource" for its highest and best use, and not "accommodate" the developed interests. As mentioned later in these comments, the importance of the ski resorts is on the decline, and the long-term highest and best interest for this resource is to keep the canyons as un-developed as possible. Federal land protections should be pursued to the maximum extent possible.
- 2) Retain strong separations between dispersed and developed recreation areas - A strong, distinct separation between the dispersed and developed recreational interests should be maximized as much as possible. A present example of such separation is between Snowbird and White Pine Canyon. Snowbird should not be allowed to develop any additional access to White Pine or to the White Pine Trailhead. Snowbird should not be allowed to use any terrain in the Scottie's Bowl area or have any facilities closer down canyon towards the White Pine Trailhead.
- 3) A full range of alternatives - To provide a full range of land use alternatives to be considered, the MA should include consideration of alternatives for ski area reductions in size, in addition to the 'hold the same area' or 'expanded area' alternatives presently being considered.
- 4) Forget the Mega-Resort - The idea of forming a mega-resort with canyon interconnects between the ski areas should be dropped. With climate change, higher ski ticket pricing, a shrinking middle class and a flat or negative growth rate of new skiers, skiing will decline in importance. The Utah resorts have missed the time window for this grand plan. Europe is decades ahead in ski area development, and our resorts will never catch up. The idea of a mega resort as a marketing gimmick is passe and by the time the infrastructure may be built, the snow will be gone. The utility of long interconnecting transport is questionable, as being practical beyond being a gimmick.
- 5) After the snow is gone - The MA should address the use of the canyons for the future after when the snow is gone...and that future should not be as large real-estate developments. Such development belongs in the valleys below. A better transportation system in the canyons should not be an excuse for Snowbird to plow up its parking lots to make room for more Cliff Lodges.
- 6) No more outside connections to the Central Wasatch - Additional outside access to the canyons, like the Park City connection, would only increase the visitation pressure on the canyons. For 20 years we've heard that this is the most heavily used National Forest in the country. There are already too many people using the canyons and we shouldn't be encouraging more intense use. The focus should be on better managing the visitors in the canyon by maximizing the efficiency of handling visitors in the concentrated use areas, and spreading out the pressure on the dispersed areas. These intra-canyon connections between Big and Little Cottonwoods and Park City should be dropped from consideration.

7) No trains in the canyons - Trains should not be used in the canyons. The need for an additional, very invasive transportation corridor would be extremely adverse for the integrity of the canyons. It would essentially cut the narrow valleys in half with tightly controlled limited access corridors. In Little Cottonwood the corridor that would be used is presently a very popular hiking and biking trail. It is the only low altitude trail in that canyon and would be very devastating for the canyon, if lost. An enhanced bus or Zion style shuttle system would be infinitely less expensive, invasive and much more flexible than trains. The enhanced bus system could utilize the existing corridor. The schedules could be varied on a daily, weekly and seasonal basis as needed. Buses could traverse up and down the canyons simultaneously with ease, where the trains may not. An enhanced bus system could provide the justification to dis-incentivize the use of private automobiles by needing to clear the roads for the busses.

8) Start to limit cars in the canyons - A means to limit visitation to the canyons, other than the availability of parking, must be found. Such means could be in the form of just limiting the number of cars allowed and charging for access through toll gates, like now done in Mill Creek. As mass transportation gets better, cars should be left in the valley, and only mass transit be used for access. Provision could be made for visiting the existing accommodations at the resorts with cars.

9) Establish the foundations for mass transit now - Get the provisions for canyon transportation hubs in the valley established right now, or the chances for siting large vehicular parking lots near the canyon portals will be lost. Cottonwood Heights, for example, is making plans for the Wasatch Blvd 'gravel pit' north of Big Cottonwood right now. Those plans need to include provisions for large parking areas and a bus terminal instead of the large office buildings they now appear to be contemplating.

10) No Destination Resorts - With the close proximity to the urbanized valley below, the ski areas don't need to be destination resorts. Logistical support, like large lodging facilities for the resorts, can be located in the valley below. The portals of the canyons should be protected from such intense development, however. That is, the transition zones at the urban interfaces should feature a moderately smooth transition between urban and undeveloped areas, with the largest and most intense development should be located further down in the valley. Building heights should be moderated and development should be designed to blend in with the mountain landscapes behing.

11) If intra-canyon transport is implemented the mode should be a "point to point" design only, without interim stops between the end terminals. This is to prevent further de-facto expansion of ski areas into the areas surrounding the transport, like what has happened with the Canyons' 9990 lift and Alta's Supreme lift greatly impacting the dispersed skiing in the surrounding areas.

12) Recreational potential outside the Central Wasatch area should be developed to take pressure off the MA planning area. A ski resort could be located on the KUCC land across the valley. More hiking trails could be developed on the west side of the SL Valley, as well. More potential could be developed in the mountains both north and south of the Salt Lake Valley.

13) The issues regarding Heli-skiing and other heli-activities should be addressed. The negative effects from the sound power emanating from this mode of transportation are vastly out of scale compared to the population it serves. The experience of thousands of other people in the area can be adversely impacted from a helicopter passing miles away, to service just a hand full of clients. The Central Wasatch area is very small, about 5% of the size of the Alps, as such, the use of helicopters would appear to be an outdated concept as this area becomes more crowded. This comment does not apply to the life flight medical services.

For generations to come, the great value of these mountains and canyons should be that they're different from everywhere else, that is, mostly undeveloped where the masses from the valleys below can escape and regenerate. What is so special is that they are so close and accessible to us urban dwellers in the Salt Lake Valley. The public should realize that this concept is bigger than any business venture or special interest group. The land should be left as is, to provide respite to all, for a long time to come.

Cottonwood  
Heights, UT

4/26/2015

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	<p>Draper, UT</p>	<p>4/30/2015</p>
<p>I have skied in Europe and as you know, skiing there is a form of transportation. It will cut down on traffic and parking issues if you could find one place to park and ski to the resort of choice.</p> <p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	<p>Draper, UT Eagle Mountain, UT</p>	<p>5/1/2015 4/28/2015</p>
<p>Public Comments on the Blueprint for the Mountain Accord</p> <p>Dear Mountain Accord,</p> <p>I am a longtime resident here in the Salt Lake Valley. My family moved to Utah when I was a young child and I quickly grew to appreciate the outdoor opportunities around Salt Lake City and in the State of Utah. Salt Lake Valley present for residents the ability to use and recreate in surrounding National Forest and Park(s) in our areas. This has been the primary reason I stayed here in Salt Lake. I grew to like and appreciate the close proximity and ease of access for recreating in the Wasatch Mountain. My home is on the east side of Salt Lake County and it facilitates easy and quick access to the mountains, which I love.</p> <p>Therefore, I am submitting my comments regarding the Blueprint for the Mountain Accord. I feel strongly about the following ideas:</p> <ol style="list-style-type: none"> <li>1) I absolutely do not support interconnection between Park City, Big Cottonwood Canyon and Little Cottonwood Canyon in any manner of train, tramway, chairlift or tunnel. This is not a new idea and I first heard about it in the late 1970's. The Wasatch Mts. Do not need to look like Europe. Such developments will have lasting impacts on dispersed recreation, environment, and water quality. The cost of those proposed improvements will create a tax burden for all of the people in the Salt Lake Valley, many of whom will never be able to enjoy the improvements.</li> <li>2) We must retain a strong separation between dispersed recreation and developed recreation areas. Snowbird, Solitude, Brighton and Alta must not be allowed to expand beyond their existing footprints. As the Mountain Accord is now presented, many of these resorts are poised to expand their skiing terrain even further onto public lands. They see expansion onto public lands as the solution to bringing more people to the resorts. The resorts want everything and they want the taxpayers of Utah to pay to pay the bill. In a nutshell, they want delivery systems to facilitate the growth of their privately held stock. The writing is already on the wall and the next step for the resorts, will be asking for large real estate developments in Little and Big Cottonwood Canyons.</li> <li>3) We must prevent development of Grizzly Gulch and Patsy Marley by Alta Ski Resort. The private land in Grizzly Gulch must be transferred to the Forest Service as a precursor to future Alta developments. In fact, land swaps should be pursued immediately with the lands being placed in designations providing a higher level of protection, than currently available under the Forest plan.</li> <li>4) Prevent Solitude Ski Resort from creeping down the hill into Silver Fork and developing ski lifts to the ridge lines enabling back country access into Silver Fork Canyon.</li> <li>5) Transportation issues are the biggest issue that Mt. Accord needs to address. If population continues to grow here in the Salt Lake Valley, more people will come and want to be in the mountains, but what will be left. We need to start limiting the number of cars driving up the canyon. We definitely do not need a train going up Little and Big Cottonwood Canyons. We need to establish the foundation now for more mass transit in the future. I support a bus transportation system, but this will necessitate more transportation hubs to handle the capacity of future flows.</li> <li>6) Many of the canyons along the Wasatch Front provide the majority of our drinking water for the East side of Salt Lake Valley, near the mountains. Planning needs to take into account how we are going to allow more people to access the mountains and at the same time preserve and prevent the pollution of this important water supply.</li> <li>7) The issue of helicopter skiing in the Wasatch Mountain is very outdated and we really need to address the conflicts. The negative effects of noise pollutions emanating from this mode of transportation has a very definite effect on visitors in the canyons and the thousands of guests who come to the resorts and people recreating in the backcountry. This type of noise pollution affects thousands of people and it only serves a small handful of clients. These helicopters are an out dated concept for an area as small as the Wasatch Mountains. There is just not enough room for helicopters in the plan with plans for all of the thousands of people who want to recreate here. We need to plan for the future of the Wasatch Mountains.</li> </ol> <p>We live in a very special place, close to these mountains, which I hope will remain undeveloped and accessible to the mass of people who live here in the valley. The mountains give us peace, they give us places to escape, the ability to regenerate, recreate and be with friends in a non-combative situation. We need places like that, we need undeveloped areas and places. As people, we need to realize that this is an opportunity to plan for things need to happen and that the concept is bigger than any business venture or special interest group. The land needs to be left, as it is, to provide respite to all, for a long time to come</p> <p>Please accept my comments,</p>	<p>East Millcreek, UT</p>	<p>4/27/2015</p>

<p>As a resident of unincorporated Salt Lake County in a neighborhood that backs up to the the foothills of the Wasatch Range, AND as a regular recreational user of the Wasatch Mountains, I commend the Mountain Accord for its efforts in charting a path forward to finding solutions to the problems that we face now, and in the future.</p> <p>There is no question in my mind that we are "loving the Wasatch to death" and that we need to take difficult steps to control and/or limit the use of our beloved Wasatch Mountains to reasonable, sustainable levels. The pressures resulting from increased population growth and increased participation in outdoor recreation along the Wasatch Front are real, urgent, and need to be addressed in a thoughtful, balanced manner. I believe that the "Blueprint" goes a long way towards that goal.</p> <p>As a hiker, biker, fly fisherman, and backcountry skier, and as an occasional inbounds skier, I want to continue to be able to have a quality experience in "my backyard" -- the Wasatch Mountains of Utah. I see the Blueprint as a reasonable, rational step in the right direction. As has been said at the various presentations I've attended on the Mountain Accord -- no one is going to get everything they want. To me, that is a fact of life. It's also a fact that indicates when compromises are being made -- which is necessary, particularly give our future explosive population growth projections.</p> <p>As a regular use of the Wasatch Range, I'm certain that I will be most affected by the transportation solutions that are eventually put into place -- so this is where I want to focus my remaining comments. I am absolutely IN FAVOR of a "Zion National Park Model" of No Public Vehicle use of our Cottonwood Canyons SO LONG AS a reasonable, rational transportation network solution that serves ALL TYPES of USERS, is put in place. Perhaps my biggest concern is that whatever transportation solution is adopted, it will primarily cater to the ski areas and will not sufficiently take into account the needs and desires of other types of users like me. I'm concerned, for example, that I won't be able to quickly and efficiently make my way to the White Pine Trailhead (or any other trailheads) in LCC, or to Spruces, or Beartrap Fork Trailhead in BCC. I'm also concerned that transportation will not be available in the canyons when I might want to use it -- early in the morning, mid-day, or after the ski areas close in the Winters (much less out of the regular ski season), or at dusk mid-summer after fishing the caddis hatch near Mill D.</p> <p>Whatever transportation solution is adopted it simply MUST take into account the needs of ALL users of the Canyons.</p> <p>As a former Peace Corps Volunteer in Malawi, Central Africa, I found the network of "Express" and "Local" bus services did a remarkably good job of serving the needs of all Malawians. I believe that the Mountain Accord would do well to look to "Third World Solutions" to our "First World Problems" for transportation in and around the Wasatch Range, and particularly in the Cottonwood canyons. There needs to be a well-thought out, well-orchestrated mix of "Local" and "Express" bus services serving the needs of all -- express buses to the resorts, and "Local," even "Flag-Stop" service to everywhere else anyone might want to go.</p> <p>Clearly there will continue to be a large need to ferry lifttees and other resort area workers to their day jobs in winter. There will also be a need to deliver ski tourists to their destinations. Such travelers should be offered express services to get them to their destinations on a set, specific schedule, built around the needs and rhythms of the ski areas -- but those needs and rhythms will only be in play during the ski season. At all other times of the year, and for all other users of the canyons, some combination of express or "destination area" buses, and "local" or "flag stop" buses will be needed.</p> <p>This network of "Express" and "Local" services must be built with ALL canyon users in mind. It should be reliable, dependable, and flexible to the extent required. Obviously, it should be accomplished in the most energy-efficient, non-polluting way possible. Perhaps with exclusively electric buses. This transportation network should be a showpiece model for the entire Nation and the World.</p> <p>Good luck with the process and thank you for all you've done to get us to this point.</p> <p>Keep up the good work.</p>	<p>Eastwood Hills, UT</p>	<p>4/30/2015</p>
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<p>In general, I am in favor of collaborative decision making.  I am not in favor of expansion of ski areas - especially when it threatens Wilderness (future designations should be pursued) or if it affects watershed health/integrity. (Global warming will change the timing and volume of snow-pack/precipitation.)  I am AGAINST transfer of Federally managed land into private hands!!!!  Protect backcountry opportunities - there needs to be places beyond the lifts!!!!  I am against surface transportation such as lifts for "interconnect."</p>	Escalante, UT	5/1/2015
<p>In general, I am in favor of collaborative decision making.  I am not in favor of expansion of ski areas - especially when it threatens Wilderness (future designations should be pursued) or if it affects watershed health/integrity. (Global warming will change the timing and volume of snow-pack/precipitation.)  I am AGAINST transfer of Federally managed land into private hands!!!!  Protect backcountry opportunities - there needs to be places beyond the lifts!!!!  I am against surface transportation such as lifts for "interconnect."</p>	Escalante, UT	5/1/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.  Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.  Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.  Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.  Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.  One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.  Have potential impacts from the following factors been fully evaluated?  *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?  *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?  Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Farmington, UT	4/28/2015
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<p>To whom it may concern,  I am in favor of some sort of train option for the canyons. We need to limit the pollution in these pristine areas. If you have ever been in either of the Cottonwood canyons at 4:30 after skiing is done you understand my concern. You have thousands of cars creeping down the canyon. There has to be a better way. I am sure you have people that don't want to loose their personal liberties and want to be able to come and go at their convenience. Pollution levels are not getting any better. Imagine how much nicer the canyons would be without the brake light parade.  Thank you for your consideration. @</p>	Herriman, UT	4/29/2015

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<p>Dear Sir/Madam:</p> <p>It is my sincere belief that constructing tunnels through the Wasatch and putting a train up Little Cottonwood Canyon will irreparably harm our invaluable and irreplaceable watershed as well as degrading the visual beauty of the canyon. Nothing should be done to compromise the integrity of the watershed. Improved high density access to L.C. Canyon can be accomplished through non polluting buses. The economic advantage to be gained by constructing ski lifts from one resort to another are far outweighed by preserving the back country environment. Buses are the solution that will have the least negative impact on our watershed and environment. I am not a back country skier but believe in protecting our outdoor resources. Growth for growth's sake is not the answer to this proposition.</p>	Holladay, UT	3/24/2015
<p>Mountain Accord Staff and Volunteers,</p> <p>Thank you for all of the effort you have gone through to put together this Blueprint. I greatly appreciate your dedication to this project and all of the hours you have spent on it.</p> <p>Having said this, I am greatly concerned with certain aspects of the Blueprint. In particular, I am concerned about the train (or separate bus lane) access into Little Cottonwood Canyon and the proposed tunnels. These are being proposed for the benefit of economic development and to enhance transportation. I don't think they are warranted on either count. These projects would likely cost over a billion dollars for the benefit of ski resort owners and the relatively well-off population that counts themselves as resort skiers (of which I am one). If we are going to be spending this kind of money on infrastructure, it should be to benefit the population in general. As an economic development proposal, Utah has not spent anywhere near this amount of money to attract or retain any other business.</p> <p>These projects are reminiscent of what cities spend on new stadiums to retain professional sports teams. Study after study shows that it does not make economic sense to build a new stadium just to have a football team. The economics of the ski industry are certainly different, but it should not be automatically assumed that pouring billions of public dollars into the ski industry is a good use of economic development money. Furthermore, we do not have to worry that Snowbird will move to Nevada, contrary to the typical situation where a municipality builds a new stadium to retain its team.</p> <p>In the public meeting at Cottonwood High School, the spokesperson for Ski Utah portrayed the tunnels as a marketing tool for the ski industry. This is extremely expensive public subsidy of a marketing campaign.</p> <p>I should also add that the numbers used to justify this expenditure do not appear to be consistent. Under the Economy Idealized System, the population of the Central Wasatch and skier visits are both projected to be about 40% higher in 2040 under the baseline scenario. However, total skier spending is only expected to increase 15.8%, or less than 0.6% per year. This implies that each skier is going to spend about 17% less per day in 2040. I don't know what is included in "skier spending", but given that total ski days are expected to increase by 40% and hotel stays are projected to more than double under the baseline scenario, there appears to be a significant disconnect between expected skier visitation and spending. It is either that or the ski industry is extremely pessimistic about their ability to extract money from skiers. Please verify that the numbers in the Economy Idealized System are accurate.</p> <p>If one were to view a portion of the Mountain Accord as a deal between the public and the ski resorts (and I think this is reasonable), it would go like this: the public receives miscellaneous scattered land parcels throughout the Wasatch, along with certainty that additional lands are off limits to future development. The ski resorts receive parcels that abut their existing boundaries, plus one or more billion dollars of benefits in terms of the road/rail and tunnels. I am certain that the public comes out very short in this exchange. If the public purpose was contained solely within the land exchange (and I am in favor of this portion of the Blueprint), it would be better to simply pay additional cash if the lands that ski resorts receive are of less than the value of the holdings they are giving up.</p> <p>Here is an alternative that would benefit the public at large: Spend the money that would be used on road/rail and tunnel on a massively upgraded bus system in the Salt Lake Valley Monday through Friday. On weekends and holidays in the winter, use those buses for transportation up Big and Little Cottonwood Canyons. Private cars would be barred from driving to the ski resorts on weekends and holidays (exceptions would be made for people staying at the resorts and other similar circumstances). Parking to use the buses would be expanded by using schools near the mouths of the canyons. The gravel pit would make for an excellent massive park and ride once it closes.</p> <p>This is an infrastructure/economic development program that would benefit the ski resorts, our economy, and the public at large. It would solve the traffic jams going up the canyons and open up the use of resort parking lots for additional base facilities. It would reduce air pollution in the Salt Lake Valley and make it a lot easier for someone to live their life without a car. It wouldn't harm the riparian corridors with an additional lane. Even if there is greater cost, this is a proposal that is well worth doing.</p> <p>My other concerns are much smaller. I support mass transit in Parley's Canyon. However, with respect to solving parking issues in Millcreek and the Cottonwood Canyons, has there been thought about how adding fees for private cars (while adding mass transit) would affect picnickers? My perception, rightly or wrongly, is that picnicking is a major use of these canyons by people who are less well-off economically. To constrain their use of the Wasatch is not what we are trying to achieve. Taking mass transit is not a terribly easy way to go on a picnic.</p> <p>However, I agree that traffic and parking congestion are major issues that must be addressed, and the concepts in the Blueprint are the best way to address them. I would suggest that when one reserves a picnic area that one be given a pass for free Canyon and parking access. Furthermore, a large number of the picnic areas should be set aside so that they have low-cost or free reservations. Certainly it should be acknowledged that except where space is shared with a trailhead, picnicking is not part of the parking problem.</p> <p>Lastly, one criterion that is missing under Recreation is maintenance of the wilderness experience outside of developed areas. In particular, one of the best things about hiking/snowshoeing/backcountry skiing in the Wasatch is the ability to quickly feel like one is completely away from civilization – without traffic noise and with views that are solely of nature. Future development should be limited to areas that do not impair this experience.</p>	Holladay, UT	3/30/2015

<p>All, The participants in this effort should be commended on the draft of the Blueprint. It displays significant thought and identification of issues that face the Wasatch. I am completely in agreement with the following: -The recognition that Climate Change will have a significant impact on how we use/manage our natural resources. We are already seeing the implications of Climate Change in the above avg temps and below avg precipitation due to changes in jet stream caused by Arctic warming. Climate Change must be a significant part of the planning process. The planning process must include the best science available regarding future climate projections for our region. Will we really be able to allocate more water to make snow at ski resorts, or will this resource be required for drinking water??? Will we have ski resorts in 2040 or will the canyons host non-skiing recreation because there is insufficient snow pack? These topics require thorough review. -Wildlife corridor protection -Habitat protection -Watershed protection -Alternative means of transportation to Big and Little Cottonwood Canyons and Park City, including express busses, additional parking at mouths of the canyon, and light or commuter rail from the airport/Salt Lake City to Park City. Parley's is a nightmare between the semi-trucks, want-to-be formula one drivers, big pickups pulling recreational vehicles.... Anything that would reduce vehicle traffic on I-80 between SLC and Park City would be welcome. -User fees - with fees going directly to the Canyons for management, habitat improvement, etc., not to the general fund where they are reallocated. -Conflict resolution between cyclists, hikers, and cars.... Where I take exception: -The Mountain Accord treats the habitats within the Wasatch as a commodity to be exploited, rather than to be respected for and used as the natural area it is. I can honestly say that I have not heard the terminology "provide functional service for wildlife...." used in relation to habitat condition. This statement in nonsense. The natural environment is not a product to be marketed for one use; human recreation. I also found it highly annoying that although indicator species, Northern Goshawks, trout etc... are not faring well "the project area overall supports many areas with biologically diverse and healthy terrestrial and aquatic ecosystems in undeveloped areas of the Wasatch Mountains". Indicator species are used to assess overall health of ecosystems..... If the indicator species are not faring well, it is and INDICATION that there are habitat problems.... Also, as there have been no ecological studies that document the environmental health of the Wasatch.... how can one state how healthy or diverse the terrestrial or aquatic ecosystems truly are..... The overall true health of the Wasatch ecosystems must be assessed, baselines established, and the region capacity be determined prior to moving forward with any plan regarding recreation use and development. With reasonable management the Wasatch can be used to demonstrate that humans can live within the natural world, rather than like locusts that destroy everything in their path. -Roadways/tunnels/aerial connections between Big/Little Cottonwood Canyons and Park City. This would create significant long-term impact to the existing undisturbed environment to the benefit of the few, i.e., the ski area owners who would gain financially at the expense of the environment that belongs to all Americans, not just Utahns. ☹</p>	Holladay, UT	4/5/2015
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<p>Does the Blueprint / Mountain Accord address air quality in the Wasatch Canyons? I am a PhD student in public health and I am close to pulling the trigger on doing my dissertation research on air quality (wood smoke, vehicle emissions) in Mill Creek Canyon. This project could be affected by the Blueprint, etc.</p>	Holladay, UT	4/30/2015

<p>Hi - I support the statement made by Wasatch Backcountry Alliance. Specifically:          Preserve key areas of the Wasatch with proposed land transfers that will protect Grizzly Gulch to Mt. Superior;          Improve Canyon transportation system with a reliable, affordable, and convenient Bus System;          No interconnect between Big Cottonwood, Little Cottonwood Canyon, and Park City;          No train - No tunnel;          Alignment of Solitude lift in Honeycomb Canyon will not be lower than current lift, and will not terminate into Silver Fork; and          Limited ski resort expansion based on agreed to land transfers - no resort expansion moving forward.</p>	Holladay, UT	5/1/2015
<p>Hi:  <u>The Wasatch is already, in some ways, overused. The wildlife was hunted to near-extinction a century ago. The canyon roads are dominated by cars whose drivers seem mostly intent on racing through at high speeds, closely following the bumper of the car immediately in front</u>          The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.          Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.          Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.          Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.          Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.          One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.          Have potential impacts from the following factors been fully evaluated?          *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?          *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?          Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Holladay, UT  Kamas, UT	5/1/2015  4/28/2015
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<p>To whom it may concern,          I support ONE Wasatch and over-the-snow connectivity and feel that improved transportation to/from Utah's ski resorts is needed as well.          Thanks,</p>	La Crescentia, CA	4/30/2015
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<p>Hi</p> <p>I live in LCC. The idea of putting a train up the canyon is so crazy that I've had a difficult time believing that it is an option. I have visited this beautiful canyon from California all of my life and now have the blessing to live here. A train would destroy the beauty of one of the most impressive canyons in the country. Just to get more skiers up the canyon? Have them take a bus up. Build a few Avalanche shelters over the road. Limit traffic to residents and/or carpools. The Avalanche shed may cost a bunch but they would have to have them for a train too. This way you could eliminate the destruction to the canyon and the cost of a very expensive train that our children and children's children will be paying for for years to come. This is a crazy idea! Don't national parks mean anything in its purpose of saving wildlife and natural environments for future generations?</p> <p>Please don't let this happen!!!!</p>	Little Cottonwood Canyon, UT	3/26/2015
<p>Thank you for encouraging public input on the long term planning process of our Wasatch Front and the ski industry. This is a wonderful idea and the current Blueprint has some great ideas.</p> <p>I live, and have always lived, near the mouth of Little Cottonwood Canyon and spend a great deal of time skiing, biking and hiking in the Canyon. I strongly feel that a Light Rail line and additional lanes up the Canyon would significantly detract from the pristine nature of the Canyon and would cause irreparable damage to the environment. The landscape of the Park City area is very different from the close quarters nature of the Cottonwood Canyons and the Canyons can not accommodate the same number of visitors.</p> <p>I understand the significance of tourism to our State, the many tax dollars it brings and the jobs it creates. I would much rather pay more in taxes if it means preserving our Canyons. I am also worried about the influence of the Ski Industry and tourism lobby in this planning process. I know they have much skin in the game, but I don't think they are as concerned about the long term consequences to the environment and the Canyons.</p> <p>Thank you for soliciting my input and listening to my comments,</p>	Little Cottonwood Canyon, UT	3/27/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Magna, UT	4/28/2015

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Magna, UT	4/28/2015
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<p>Hello,</p> <p>I am writing to share my comment on Mountain Accord.</p> <p>I moved to Utah from Minnesota in the early 2000's. I moved here for the recreational opportunities, specifically rock climbing and skiing. After receiving a bachelors degree in recreation from the University of Utah I am still here because of the recreational opportunities. Since then I have been a season pass holder at 4 of the central Wasatch resorts and an employee at one. Now I am a small business owner in Salt Lake, creating as many jobs as I can. Still, the recreational opportunities are what is keeping me here. If these opportunities change or disappear I will likely move back to Minnesota, where my entire family lives.</p> <p>-Transportation: In college we discussed the transportation options in the canyons and read multiple case studies looking at the feasibility of the various options: tram, train, buses, ect. It was obvious to all of us in the undergraduate course that a train was no appropriate. I can't imagine that ten years later people are still talking about putting a train up Little Cottonwood Canyon. There are so many reasons why this plan would not work and if you need these reasons I refer you to Joe Arve PhD at the University of Utah. Or if you need a visual tool please count how many of these multi-thousand foot avalanche paths cross the proposed alternative transportation route:  <a href="http://www.avalanchemapping.org/IMAGES/litcotweb.pdf">http://www.avalanchemapping.org/IMAGES/litcotweb.pdf</a> There are 34 slide paths on the north side of Little Cotton alone, in case you don't have time to open the link.</p> <p>-Recreation: As a user of both public and "private" (ski resorts who actually lease public land) land I understand both sides of this argument. However I enjoy being able to decide if I would like to skip out on the crowds on Christmas day, and go for a ski tour in the woods with my close friends. Opposed to stand in a lift line with 45 people dressed like Santa Claus so they could afford the discounted lift ticket. I do not support the sale or transfer of public land. I believe that our national forests and other public land at this protection level should be treasured and not treated as a one time revenue booster. All ski resorts rely on media attention to draw customers to their resort. They do this by adding new terrain, lifts, or hotels. This gimmick only lasts for a couple seasons until people forget that its new, because its not, and someone else has something newer. This is a negative spiral that leads to increased spending and pressure to expand terrain. This is not a sustainable business solution.</p> <p>-Environment: As a user of water in the Salt Lake valley I am against any development that would in any way compromise our watershed. With our ever growing population there will be more and more people relying on the water which comes from the Wasatch mountains, and for the 'wilderness' to escape the city. We live in a very unique region where a major metropolitan area abuts a large, beautiful national forest. We must remember that the city is the city, and the national forest is a protected national forest. This is important. We must not compromise our 'wilderness' simply because it is so close to our city.</p> <p>-Economy: Recreation is one of Utah's most valuable resources and healthiest economic sectors. This industry can provide for all of us as long as the reason why people travel here does not change. If the rocks in Moab do not get bulldozed for mining, people will still travel from across the world to visit Moab. As long as the ski resorts do not fully encompass the Wasatch, and there are wild mountains surround the resorts, people will still travel to Utah to ski. If they want to ski from town to town they will go to Europe, if they want to ski hundreds of different runs on the same lift ticket with ski in-ski out condos they will go to Colorado. If they want to ride in a helicopter to an unnamed peak and ski an unskied face they will go to Alaska. Our difference from the other ski regions is what brings tourists here, not how 'almost Colorado' we are.</p> <p>Thank you for your time. I look forward to having a strong voice as a citizen and business owner in this process and seeing nothing change in my public lands.</p>	Midvale, UT	4/24/2015
<p>I would like to see year round and more frequent bus service in the cottonwood canyons.</p> <p><del>I am against a train in Little cottonwood canyon if it would take away the little cottonwood creek trail which is highly used by hikers, bikers and runners.</del></p>	Midvale, UT	4/29/2015

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<p>Mountain Accord. Do nothing! Leave what little is left of "what once was!" Leave our canyons alone - no more of anything of any kind!! Maintain them as they should be and should have been! No more of the ski industrys influence and power!! It all belongs to "we the people". not only to those with money and influence! Thanks-</p>	Midvale, UT	5/2/2015

<p>It is truly a wonderful and amazing experience to play a small part in this process. I think it represents the best of all of us to be willing to come together to seek solutions for the best future for the Wasatch. Thank you to everyone for their time, energy, and emotion around all the issues. This is a one-time opportunity for us to reach an agreement and it would be a tragedy for us to let it pass by.</p> <p>Following are my thoughts about what I would like as the final result from the Mt Accord process. First, it might be helpful to summarize some of the most important generally agreed upon principals that have resulted from the Mt Accord process.</p> <ol style="list-style-type: none"> <li>1) Everyone will experience shared pain and shared gain. An agreement too lopsided in any direction will not work.</li> <li>2) Future urban development will occur almost exclusively in the surrounding cities and not in the Wasatch canyons. This includes all areas in the Wasatch and not just in the area immediately covered by the Mt Accord.</li> <li>3) Protecting our watershed is of primary importance.</li> <li>4) The wildness and the environment of the Wasatch must be protected.</li> <li>5) Most participants want the Mt Accord process to end future land and water use conflicts. It will be a serious shortfall of the process if we kick any major cans down the road.</li> <li>6) The Wasatch is important to the economic growth of our region for our future.</li> </ol> <p>It also might be helpful to note the major wishes for the ski resorts and the dispersed recreation users.</p> <ol style="list-style-type: none"> <li>1) I believe the ski resorts have consistently said having an efficient, safe, reliable mass transit system is very important to them.</li> <li>2) The ski resorts would like to grow their businesses.</li> <li>3) The dispersed recreation users want the existing ski resort boundaries maintained. There must be an agreement for no future requests for ski resort expansion.</li> <li>4) The dispersed recreation users want all areas not in the ski resort boundaries protected by Wilderness, Special Management Areas, and/or National Monuments. These designations give us the best protections for our watershed the environment and rule out most future conflicts.</li> </ol> <p>Following are my comments on the negotiations with each of the ski resorts and on specific topics.</p> <p>SOLITUDE SKI RESORT: Solitude is asking for an the extension of the Honeycomb ski lift down to the intersection of Honeycomb Canyon and Silver Fork Canyon, some base consolidation, water for snowmaking and mass transit. In exchange they are willing trade land at the top of Big Cottonwood Canyon, and I presume no more ski resort expansion ever in any direction and support of complete and final protection of public land in the Wasatch. This trade is probably acceptable. It includes a relatively equal amount of pain and gain for both sides. The details of the base consolidation needs to be defined and agreed on for any final agreement. The exact ski lift extension needs to be defined and agreed on for any final agreement.</p> <p>BRIGHTON SKI RESORT: Brighton is asking for mass transit, land at its base for development, water for snow making, and ski resort expansion down Mineral Basin and into Mary Ellen Gulch. Snowbird is asking for no further ski resort expansion ever in any direction and support of complete and final protection of public land in the Wasatch. The details of the base consolidation needs to be defined and agreed on for any final agreement. The exact ski area expansion and ski lift needs to be defined and agreed on for any final agreement. This proposal seems lopsided in favor of Brighton Ski Resort. Where is their pain?</p> <p>PARK CITY SKI RESORTS: seem to be most interested in an effective mass transit system. It is important they agree to land and water protection in the form of Wilderness, or National Monuments and no development on the SLC side of the Wasatch crest.</p> <p>ALTA SKI RESORT: Alta is asking for mass transit, land for a transportation hub near their base, water for snowmaking, and a lift up Grizzly Gulch. Alta seems unwilling to share any of the pain and is too lopsided in favor of Alta to allow for any final agreement. Alta would have to agree to transfer to public ownership all land on the north side of the Little Cottonwood Canyon road, no ski resort expansion ever in any direction including Dry Fork, and support of complete and final protection of public land in the Wasatch.</p> <p>SNOWBIRD SKI RESORT: Snowbird is asking for mass transit, land at their base for development, water for snow making, and ski resort expansion down Mineral Basin and into Mary Ellen Gulch. Snowbird is willing to trade all their land on the north side of Little Cottonwood road, and a piece in White Pine. What is being proposed is much too lopsided in favor of Snowbird. Snowbird is asking for an enormous amount of ski area expansion and development in Alpine Canyon and cannot be supported by the dispersed recreation users and environmental organizations.</p> <p>It would be fair for Snowbird to receive mass transit, land at their base, and water for snow making in exchange would have to agree to transfer to public ownership all land on the north side of the Little Cottonwood Canyon road and White Pine, no ski resort expansion ever in any direction, and support of complete and final protection of public land in the Wasatch.</p> <p>SKI RESORT EXPANSION: For over 20 years the US Forest Service and Salt Lake County master plans have explicitly stated there would be no future expansion of ski resort boundaries. Numerous times over many years ski areas have asked for expansion of their boundaries and the Forest Service has always turned them down. Both have stated the existing balance between developed and dispersed recreation land use was fair and balanced and should not be changed. While small changes in ski area boundaries might be acceptable it is very important the Mt Accord final agreement support those values.</p> <p>Additionally numerous surveys and studies of SL valley residents conducted over many years have clearly shown the Salt Lake community wants not further ski resort expansion. It would be inappropriate for Mt Accord to not respect those very strongly stated preferences.</p> <p>WASATCH POWDERBIRD GUIDES: Commercial helicopter skiing has a long history of operating in the Wasatch. Over many years of negotiation between WPG and environmental groups we have come to a fair and balanced use of the backcountry in the Wasatch. Through the Mt Accord process WPG has not asked for any expansion of their boundaries and I would not want to see any reduction of their boundaries. It is important the Mt Accord final agreement respect their boundaries and not allow the reduction of their boundaries by either dispersed recreation users or ski resort expansion.</p> <p>SALT LAKE CITY WATER: In addition to water owned by the ski resorts there is an agreement that SL Public Utilities supplies water to the ski resorts for their operation. Water is necessary for their operations, further development, and snow making. It is important the use and delivery of that water be accurately quantified.</p> <p>URBANIZATION OF THE WASATCH: The Mt Accord process has clearly shown most participants do not want significant development in the Wasatch. Additionally, and maybe most importantly, SL Valley residents have repeatedly stated over many years they want no further development in the Wasatch. The Mt Accord final agreement must respect these values.</p> <p>SKI AREA INTERCONNECT: There have been many attempts over many past years to implement some version of a ski resort interconnect. The US Forest Service and the SL community have in every case rejected those proposals. The Mt Accord Final agreement must not include any form of ski resort interconnect.</p> <p>TRANSPORTATION: While further study needs to be done I would strongly favor an expanded bus mass transit system over trains. The cost of building and operating a train system seems pretty heavy. Who is going to pay for it will be an important consideration. Additionally, backcountry access for backcountry users will be a negative for trains and in fact any form of mass transit. Probably most importantly, trains and especially if it includes tunnels will have a huge impact on the Wasatch and much of it negative. They will forever and dramatically change the Wasatch which the SL community have said over and over they do not to see that change happen.</p> <p>I appreciate the effort expended by many people in our community to come to the table for conversations and everyone's willingness to give on some long held positions to achieve a long and lasting agreement. I would hope the final agreement includes an effective, efficient, <del>convenient bus mass transit system, no ski resort expansion now and forever, and permanent protection for all land outside the ski resort boundaries.</del></p>	Midvale, UT	4/30/2015
<p>To the combined study teams of the Mountain Accord Process: This is an addition comment to the one I wrote on March 15. I remain opposed to the Little Cottonwood Train and the tunnels and in favor of the land exchange. I don't express opposition to everything; I propose possible solutions. A transportation alternative for Big and Little Cottonwood could be as follows: Get space for park &amp; ride &amp; mass transit areas near the canyon - big spaces. Get shuttle busses dedicated to the two canyons with a reasonable fee - all-day pass costing less than \$5.00, or free if the visitor has already ridden mass transit to the pick-up place. Have signs requesting traditional users (Storm Mtn., S-Curve, Mineral Fork, Butler Fork, Cardiff Fork, Spruces, Solitude, Brighton for Big Cot. - Grit Mill, White Pine, Snowbird, Alta for Little Cot.) to take the shuttle bus. Get space for bus stops at the mentioned places. Schedule the busses according to day of the week and expected usage maybe every 1, 2, or 3 hours. People or groups wanting other stops could ride their own wheels. Preservation - To the Forest Service: Put a blanket fire closure on the entire Mill Creek and Big Cot. and Little cot. drainages except in developed campgrounds. Similar thing for bikers except for the crest trail including Mill Creek connection and trails inside permitted ski areas. To Salt Lake County and Alta: building moratorium in the canyons except for public facilities. Economy and recreation: These will do OK if transportation and preservation are addressed. Attitudes and fads change. If the resorts are chargin more and making less, they may be experiencing these changes and world's biggest resort won't kiss it better. Again, thanks for your efforts.</p>	Midvale, UT	4/25/2015
<p>To Whom It May Concern,</p> <p>My name is Heidi Hartshorn and I am a resident of Midway, Utah. I am also the owner of tutoring center located in Park City, Utah. I am writing this letter to provide my opinion against the current plans of the Mountain Accord to link the Wasatch Back to the Wasatch Front via trains or high speed rail. Please find my specific reasons below.</p> <p>First, I do not believe that the current proposal is environmentally sound. Blasting tunnels and installed rails through open space and wildlife habitat is a terrible idea. Too much of the land in Utah has already been sold off to developers on those who put their economic interests ahead of the physical world we will leave behind for our children and grandchildren. It's time to stop bending to the economic interests of the already wealthy and elite developers in Utah, and instead preserve this beautiful state, for ourselves and the flora and fauna that have increasingly tiny parcels of land on which to survive. I also can't imagine that construction in this area would do anything beneficial for the watershed. Considering the fact that we are currently in the midst of a drought, with no end in sight, and the Great Salt Lake is even 18 feet lower than normal right now, meddling with a watershed area is not only ill advised, it's a danger to the thousands and thousands of residents on both sides of the Wasatch.</p> <p>Secondly, I do not believe this plan will address the problems that us along the Wasatch Back are dealing with. These tunnels/rails/trains will not alleviate the traffic congestion that we are currently experiencing. This will not get commuters from the Heber Valley or Salt Lake Valley off the highways. This will not deter visitors from renting a car or SUV to explore our state. The Mountain Accord plan is catering to the desire, not the needs, of a very small population of Utahns. Unfortunately for us along the Wasatch Back, it doesn't appear that the tiny population aforementioned even lives among us.</p> <p>It is clear that the Wasatch Front side is trying to push through this plan, with minimal planning or strategy, in the name of increased profits. Forcing elected officials from the Wasatch Back to put up an enormous amount of money to even have their opinions heard is not only tactless, it's a blatant attempt to cultivate funds and funnel them to the Wasatch Front. That can only be a sign of what is to come. ☹</p>	Midway, UT	4/29/2015

<p>Wallace Stegner's appreciation for and understanding of the West. . . its beauty, the serenity provided by its wilderness and its lack of water comes to mind frequently when I contemplate future plans for the Wasatch mountain range. He once said: "The West is defined, that is, by inadequate rainfall, which means a general deficiency of water. We cannot create water. We can only hold back and redistribute what there is". Those words written in the 1960s accurately reflect the fact that in 2015, water (and lack thereof) still defines the West. Stegner was a pioneer as he recognized the essential significance of water for human sustenance and well-being back in 1960 in his "Wilderness Letter". Those words become even more relevant today as we consider the effects of climate change on snow pack, the Salt Lake valley watershed and the air we breathe. If the Mountain Accord is committed to preserving the irreplaceable Wasatch wilderness, I suggest that they must look far beyond the immediate needs and desires of the ski industry. I am a downhill skier and I love the sport BUT I admit and acknowledge that preserving the character, pristine beauty and clean water of what remains of the Wasatch takes precedence over recreation by a long shot. The ski industry revolves around expansion from what I have observed nationwide. . . more real estate, more skier visits, more ski lifts/trails, lodging, amenities, etc., etc., etc. First of all, if climate change progresses as predicted (based on the globe's current lack of political and moral will to phase out fossil fuels), there will be no ski industry left to consider in the next 50 years. That being said, catering to the ski industry's demands should be very low on the list of priorities of Mountain Accord. If we, the people of Utah, fail to address the needs of our precious Wasatch, rather than the needs of real estate developers, the wealthy minority and those who will benefit financially from development, that which is most loved and appreciated, will be lost forever. In the words of Stegner: "We simply need that wild country available to us, even if we never do more than drive to its edge and look in. For it can be a means of reassuring ourselves of our sanity as creatures, a part of the geography of hope". So, as we talk about access to the Wasatch and managing transportation issues, which are major, let's keep our priorities straight and focus on those solutions that leave the smallest environmental footprint, do not further compromise the snow pack, the Salt Lake watershed and the natural wilderness landscape. Bus transportation (using natural gas, electric or other non-polluting fuels) that accommodate users who have low impact (hikers, cross country skiers, etc.) at an affordable cost and offered at convenient times with stops at trailheads would greatly diminish the need to drive into the canyons. High impact users (those who drive vehicles into the canyon rather than use public transportation) should be charged fees that reflect the impact and usage. Ideas such as parking fees at ski areas make sense if there were adequate public transportation available. The challenge with imposing fees is to make sure we don't set up a system that makes the Wasatch only accessible to those who do not have financial constraints (such as you see with lakefront and ocean properties) where access for most citizens is severely curtailed or impossible. Let's make ski bus transportation appealing by making bus routes and times affordable and reliable and promote the benefits far &amp; wide. Once again, bus transport that allows hikers/bicyclists, rock climbers and back country users to enter and exit trailheads will be critical in the canyons. We cannot reasonably expect people to leave their cars behind if there is nothing to gain. On a larger scale, why not give automobile tax breaks for people who use public transportation? Linking the Cottonwood Canyons and Park City via trains, lifts and/or tunnels is a disaster in the making, in my opinion. This idea is prohibitively expensive, leaves a tremendous visual impact and could have significant impact on the wilderness landscape and the watershed. In this fragile environment, the idea strikes me as ludicrous and driven by those seeking financial gain. For those of us living in the urban Salt Lake Valley, we depend on places like the Wasatch to provide serenity, refuge and even sanity in a troubled world. It is a treasure. To compromise that which is so important would be a great tragedy. In closing, I quote Wallace Stegner once again: "Something will have gone out of us as a people if we ever let the remaining wilderness be destroyed. . . if we pollute the last clear air and dirty the last clean streams and push our paved roads through the last of the silence, so that never again will Americans be free in their own country from the noise, the exhausts, the stinks of human automotive waste." "Not many people are likely, any more, to look upon what we call "progress" as an unmixed blessing. Just as surely as it has brought us increased comfort and more material goods, it has brought us spiritual losses and it threatens now to become the Frankenstein that will destroy us."</p>	<p>Millcreek, UT</p>	<p>3/24/2015</p>
<p>** I support ONE Wasatch and over-the-snow connectivity.  ** I support improved transportation to/from Utah's ski resorts.  ** ski area connectivity would help Utah's economy  ** ski area connectivity would be fun  ** ski area connectivity would help Utah compete with other ski regions  ** improved transportation would make my trip to the ski areas safer  ** improved transportation would make my trip to the ski areas faster  ** improved transportation would make my trip to the ski areas more convenient</p>	<p>Mission Hills, KS</p>	<p>5/1/2015</p>
<p>I support the One Wasatch concept.  Working in the hospitality business for over thirty years including the SLC Marriott, I know that this improvement would drive both transient and group business into Utah. I also own a condo in Park City and I would love the flexibility of skiing to other resorts as well as having friends join me in Park City for skiing and dining. I hope that this effort moves forward quickly and I am able to enjoy this concept while I can still ski.  <u>Thank you for your consideration and hopeful support of this initiative.</u></p>	<p>Montgomery, Maryland</p>	<p>4/29/2015</p>
<p>I applaud the facilitators and participants in the Mountain Accord process for bringing a wide range of interested parties into productive discussions on the future of the Wasatch canyons in the Salt Lake area.  One of the key issues that I see is the importance of assigning a relevant value to the canyons for their function as parks for the nearby urban population. There is a definite possibility that the canyons may be undervalued in this regard in the face of more easily calculated dollar projections for additional development.  Another issue, in a somewhat similar vein, is that downhill skiing is becoming increasingly costly. Many local residents are in danger of being priced out of skiing locally. Further, a small minority of Utahns, and Salt Lake County residents, are actually downhill skiers. This means that resorts have to cater more and more to high income out-of-state skiers. This threatens to create a "third world" tourism atmosphere where locals can work in the tourist trade while not enjoying the benefits of the experiences that are attracting the tourists. Meanwhile, in the summer, when the tourists are gone, local residents are faced with the loss of minimally developed natural areas that instead have been developed to service the tourist trade.  Utah, and the Salt lake metropolitan area, are blessed to have undeveloped natural areas so close to a highly urbanized metropolitan area. I appreciate the aspects of the Mountain Accord process that balance future development with a strong commitment to maintaining development-free zones.</p>	<p>Murray, UT</p>	<p>3/25/2015</p>
<p>Based on my understanding of your proposed Blueprint as it relates to the Cottonwood Canyon Scenario and despite what I assume are well-intentioned efforts to try and balance competing concerns such as preservation, stewardship and recreation with commercial development and expansion, water usage/rights and transportation I couldn't disagree more with your proposal.  As a transplant to Utah and regular user of both Big and Little Cottonwood Canyons for 17+ years, the Blueprint seems to belie an actual understanding of what occurs in the Canyons during the various seasons. Seriously, light rail instead of expanded bus or shuttles, rampant commercial resort expansion in the face of limited and finite water supplies and major transportation issues, marketing gimmicks like Canyon interconnects to Park City. Have Board members actually used or visited the Canyons during winter and/or summer?  The Canyons are valuable precisely because they are not fully used nor fully developed! One might think such a concept to be well-understood in a state with as many National and State Parks and Monuments as Utah. However the Blueprint seems to be just another example of catering to commercial development interests.....the usual privatization of profits while costs are socialized.  Therefore, going forward, my voice, my efforts and my dollars will be supporting groups such as Save Our Canyons and Wasatch Backcountry Alliance who recognize the value of wild spaces and work diligently to limit their needless destruction as represented by the current Blueprint.</p>	<p>Murray, UT</p>	<p>4/30/2015</p>
<p>As a resident of the Wasatch Front for over 40 years, I can tell you that the almost immediate access to wilderness, outdoor recreation, and solitude is what keeps me and my family living here. All three of these factors are being threatened currently and we must consider the needs of local residents first. Increasing private property ownership and/or increasing developed ski area boundaries will leave us with an irreversible alteration of the treasure we have lived with and enjoyed for so long. We have already been enduring loss of public lands to private development, noise pollution due to additional helicopters, roads, and traffic, and obstruction to the natural skyline such as Hidden Peak's controversial development. We must be faithful to our role as stewards of the land rather than developers of the land. It is common sense and common knowledge that whatever we build will never be unbuilt in the future. We should not alter that which is so perfect to begin with. The only exception to this philosophy I can think of is a fast, straight, ELEVATED light rail up Little Cottonwood Canyon to eliminate the bumper to bumper traffic experienced in the winter. I urge you all to err on the side of preservation and conservation, rather than convenience or financial gain, in terms of preserving the natural Spirit, beauty, and wilderness aspects of the Wasatch Front. If access and accessibility to the wilderness is expanded/developed with such a large population at hand, it will cost us the very wilderness itself, which is too high a price to pay! These next few decades should prove to be particularly critical due to the new ownership of Park City, Park West, and Snowbird ski resorts. We need to defend our lands and rights to show these new resort owners that their treasures are exactly what they have bought, rather than what they may envision as master development plans.</p>	<p>Murray, UT</p>	<p>4/30/2015</p>
<p>Thank you for the efforts to maintain the sensitive environment which is heavily used and loved by so many. I appreciate the challenges.  I hike or snowshoe nearly every week of the year in the Wasatch Front mountains, much of it in the Cottonwood canyons. (I also ski, but infrequently.) I am very familiar with these areas.  I have two main comments at this time:  (1) I would not want to see an aerial tram connecting Park City and the Cottonwood canyons area, Brighton area being the most likely. The greater Guardsman Pass area is one of the very few high country areas with reasonable access in the winter for snowshoeing and cross/back-country skiing. (I am also pleased that you have dropped the alternative for year-round use of the Guardsman Road.) I think this area should remain pristine for winter use without an aerial tram crossing it.  (2) I think the idea of tunnels between the Cottonwood Canyons, and perhaps to Park City is intriguing. That would have to be VERY expensive. If tunnels were to be dug, I would suggest that they allow private vehicles, and not just be for a light rail or bus service. This would allow both summer and winter drives to go up one canyon and down another, as well as providing escape options during avalanche or other road closure issues.  Thanks again for your efforts</p>	<p>Murray, UT</p>	<p>5/12/2015</p>

<p>Mountain Accord comments. Who I Am I am a 57 year old male. I live in Murray, UT. I use the canyons for resort skiing, backcountry skiing, hiking, and mountain biking on designated trails. Living in the Salt Lake Valley also means that I use the canyons for most of my water.</p> <p>Transportation Anyone that uses the canyons regularly knows there is a lot of traffic, especially on powder days. I truly feel sorry for the residents along Wasatch Blvd when the traffic is blocking the roads as they wait for the canyons to open up. I have seen proposals for using buses, trains, more car lanes and tunnels. None are a perfect solution and I am no transportation expert. However, we need to do all that is reasonably possible to protect the canyons, not only for the existing wildlife but also for our main source of water. In my mind, this means reducing the amount of traffic. Buses seem the best alternative to me although I could be open to some kind of an electric train if it can be done with a very small environmental impact.</p> <p>Tunnels do not seem to be a very good idea as it is well known that we live in a fault area and the experts continually warn that we are due for a large earthquake. A tunnel just seems to be a recipe for a future accident and the lawsuits that would go along with any tragedy that may occur.</p> <p>There is a proposal to open up BCC to Midway even in the winter months. This is exactly opposite of what we should do. Increasing traffic will not help at all.</p> <p>Environment I mentioned in the Transportation section that the Salt Lake Valley relies on BCC and LCC for the majority of its water supply. I am sure we can all agree that water is our most precious resource, especially here in the West. As the entire west seems to be in severe drought with no end in sight, even more attention should be given to protecting this resource. More development in the canyons will have a negative impact on water. Additionally, what of the wildlife in the canyons? It is such a treasure to hike or backcountry ski and see wildlife on every excursion! These canyons are home to many species and we should be good stewards of this habitat instead of continuing further encroachment. I have many friends from other states and other countries that come here in the winter as well as the summer months. Universally they comment on such a treasure being so close to a large city. Seeing such wonderful surroundings, wildlife, alpine lakes, etc. is a highlight of their trip. We need to protect it not expand more into it.</p> <p>Recreation It seems that most comments for recreation expansion come from the ski industry. I hold season passes at Snowbird and Deer Valley and have had passes at Brighton and Solitude. I am an avid resort skier but am also a backcountry skier. The canyons do not belong only to skiers and ski resorts. There are plenty of other users such as hikers, photographers, mountain bikers, day picnics and fishing. All of these need a voice in this process but, as far as I know, the main focus seems to be on ski resort expansion. I ask you, When is enough, enough? The ski resorts have gotten larger and larger over the years and, in my opinion, they are all large enough. I would submit to you that ski resort expansion never seems to stop. Here is a link to what expansion at a resort in California looks like: <a href="http://ski.curbed.com/archives/2015/04/watch-alpine-meadows-transform-from-1970-to-today.php">http://ski.curbed.com/archives/2015/04/watch-alpine-meadows-transform-from-1970-to-today.php</a> Here is another in Colorado: <a href="http://ski.curbed.com/archives/2015/04/watch-keystone-resort-transform-from-1975-to-today.php">http://ski.curbed.com/archives/2015/04/watch-keystone-resort-transform-from-1975-to-today.php</a> As you can see, they just keep expanding and expanding. If you have lived in Utah for a long time you can see how much Alta has expanded. Albion Basin used to be backcountry! The expansion in the Park City resorts is even more. Remember when Canyons used to be Park West? It is time to say NO. The resorts say that linking all together will create a "European experience". This is extremely laughable. I skied the largest and most connected resort in Europe this past March for two weeks. As a result, I can attest that the "experience" cannot be duplicated here. There are too many differences as every base area is a true residential village. Here it is not. In some cases, I skied from France into Switzerland. Skiing from Snowbird to Park City is not the same. ☹</p>	Murray, UT 1a	5/1/2015
<p>The biggest thing I noticed is that I spent most of my time riding a lift only to ski to another lift. I finally said to my hosts, lets ski instead of always riding lifts! If I want to explore, I go backcountry. I also believe that the resorts know that just connecting them all does not result in a "European experience". However, they know that they have to be connected before they can "justify" proposing more condos and shops to create villages to give the "experience. It is all a rush for more development.</p> <p>The resorts also claim that they need to connect to compete with skier visits in Colorado. Firstly, do we really want that many skier visits here? It will only create more pressure on the canyons and the wildlife and our water supply. The only benefit is even more profits to ski resorts. Enough is enough. Secondly, most skiers that choose Colorado (or some other place) over Utah don't do so because the resorts aren't connected. They already know how close the resorts are to each other and how close it is to the Airport. All a very distinct advantage over other states like Colorado. If they really want to increase skier visits, as well as summer visits, they need to change the perception of Utah. I have seen many comments on online forums as well as first hand experience that the number one reason they don't come here is the liquor laws and the dominant religion. While liquor laws have gotten better since the 2001 Olympics it is the perception that hasn't improved. Change the outside perception and more will come.</p> <p>Economy The ski industry says how expansion is so good for the economy. However, it fails to mention that it is less than 1% of the GDP of Utah. Any expansion is of negligible impact and therefore not of enough importance to outweigh protecting such a unique place for future generations as well as our water supply.</p>		
<p>I support ONE Wasatch and over-the-snow connectivity</p>	Naples, Florida	5/1/2015
<p>I support ONE Wasatch and over-the-snow connectivity because it would make it easier for skiers to try other locations, draw more skiers to the area and help Utah compete with other ski regions</p>	New York City, New York	4/29/2015

I support ONE Wasatch and over-the-snow connectivity. Improved transportation would make my trip to the ski areas more convenient and I can't wait to get back to Utah!	New York City, New York	4/29/2015
Hi Mountain Accord, I support improved transportation to / from Utah's ski resorts. Improved transportation would make my winter trips to Utah more convenient, and would allow me to visit more resorts.	New York City, New York	4/29/2015

I support improved transportation to/from Utah's ski resorts. Improved transportation would make my trip to the ski areas safer, faster and more convenient.	New York City, New York	4/29/2015
I believe that ski area connectivity would help Utah compete with other ski regions!	New York City, New York	4/29/2015
Please let me know if you have any questions. Thank you!	New York City, New York	4/29/2015
I love options and would love to ski multiple resorts. Sleep and eat in Park City and have all the Wasatch resorts as your playground...sounds like a dream!	Newport Beach, CA	4/29/2015
I support ONE Wasatch and over-the-snow connectivity. This would be great for the ski community.	Newport Beach, CA	4/29/2015
It is imperative that the Utah resorts be connected so that the winter industry can compete with the size and offering of Colorado.	Ogden, UT	5/1/2015
I support One-Wasatch and improved transportation to and from Utah's Ski Resorts. This is important for Utah's Ski Industry! Former Director Cameraman for Warren Miller	Ogden, UT	5/2/2015
As a science teacher, grandma of many, and a long-time resident of SLC, I'm more than interested in preserving the natural beauty (and wonder) of our canyons--all of them!  Please no more development. We worked one summer as campground hosts in Big Cottonwood Canyon. It was wonderful to see people interface with what they considered "the wilds". More or expanded ski resorts in a warming climate makes no sense. And a TRAIN in Little Cottonwood!??? Anyone who thinks that's a good idea should walk the canyon and imagine what that would do to it.  Fortunately my own family have been transformed by the thrilling adventure of walking, hiking and backpacking. I know these activities require a greater level of fitness, but we need the motivation to be fit...as we slide toward the greatest health crisis known on planet Earth by our poor choices. The wilderness experience without mechanized means of transportation is one of our last draws for staying fit.  Please do what you can to keep our canyons as natural as possible. I submitted your survey but have additional comments.	Olympus Cove, UT	4/23/2015
First of all, I commend the efforts to create a plan to protect and promote recreation in the Wasatch Mountains. However, I am very concerned about two items: 1. I don't believe remote private lands which are unbuildable should be swapped for publicly owned lands at the base of ski areas. This trades private but pristine land for public land and actually promotes more building in the canyons than would otherwise take place. 2. I STRONGLY disagree with the idea that the Cottonwood Canyons should have tunnels connecting them to each other and to Park City. The idea that this provides an alternative egress from the Cottonwood Canyons and is therefore necessary, is just not the case. Tunnels would greatly increase usership of the Cottonwood Canyons to the detriment of the environment. I believe the goal of the Mountain Accord should be to provide adequate means for environmentally friendly transportation without allowing access to the Canyons to become greater than the natural environment can support. Therefore I do not believe there should be direct winter access between either Cottonwood Canyon and Park City. I also don't agree that a train or additional lane should be built in the Cottonwoods until extensive pilot studies have explored lower cost and lower impact options such as more busing and paid parking at the ski resorts. I do support more extensive trail development and parking/transit options to support that. I do support more extensive transit options along the East Bench/Wasatch Blvd corridor. I do support shuttles or buses up Mill Creek Canyon if there is some way for dog owners to still access trails with their dogs. And I do support better public transit options from Salt Lake to Park City and within Park City. Thank you for considering my comments	Olympus Cove, UT	5/1/2015
The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered. Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design. Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns. Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude. One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand. Have potential impacts from the following factors been fully evaluated? *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing? *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance? Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.	Orem, UT	4/28/2015
The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered. Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design. Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns. Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude. One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand. Have potential impacts from the following factors been fully evaluated? *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing? *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance? Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.	Orem, UT	4/28/2015

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Orem, UT	4/28/2015
<p>Comments on Mountain Accord Blueprint</p> <p>Environmental Focus</p> <p>The discussion of environmental concerns in the Blueprint is conceptually sound but needs to be more central to planning. Protecting the Wasatch environment should drive other parts of the Blueprint, and be a pre-condition to any development strategies seriously considered. For example, any project that would disrupt wildlife habitat and migration patterns on public land (which are well known by DNR) should not be seriously considered from the outset.</p> <p>Train service up Little Cottonwood Canyon</p> <p>A railway would be visually intrusive, very noisy, and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife.</p> <p>Understandably the ski resorts would like better guest access during times of heavy demand. I believe better access might be achieved with improved bus service. Public transport up the canyon must be frequent, comparable in travel time to driving, and affordable or visitors will continue to drive their own cars. Bus service would be preferable because:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Frequency of service would probably be better than a train.</li> <li><input type="checkbox"/> In low demand times during the year and during each day, operating a train may not be economical, or result in expensive fares.</li> <li><input type="checkbox"/> Bus service could be scaled to match demand more flexibly than a train, by using vans and various size buses,</li> <li><input type="checkbox"/> A special maintenance facility for the railway may be needed near the mouth of Little Cottonwood in a prime residential area or in the scenic upper part of the canyon.</li> </ul> <p>Tunnels and other transit issues</p> <p>The Blueprint should address the greatest transit needs for residents and guests in the area, above and distinct from ski resort marketing and profitability. I therefore would look favorably upon improved transit between Salt Lake City and Park City, such as improved bus service or train. I'm opposed to building tunnels among Little Cottonwood, Big Cottonwood, and Park City because:</p> <ol style="list-style-type: none"> <li>(1) tunnels would mainly serve as ski resort marketing devices that would do little to address regular transit needs for residents and guests, and</li> <li>(2) tunnels would pose significant environmental concerns during and/or after construction such as water pollution, air pollution, noise, and permanent disturbances in our scenic canyons, and</li> <li>(3) tunnels would incur significant construction and maintenance costs, presumably paid by Utah taxpayers who would not generally benefit from them.</li> </ol> <p>Land swaps</p> <p>The Blueprint proposes a number of land parcel exchanges. I agree in principle to preserving pristine backcountry in the Wasatch while allowing limited additional development in less sensitive locations. However, it was difficult to see at the scale provided exactly where the various land parcels are located, what visual and other environmental impacts might result, and what the process would be for each change in ownership.</p> <p>How accurate are growth forecasts for recreational skiing/snowboarding given the following factors?</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Climate Change. The Utah State Climatologist projects spring snow disappearing by 2100. This might result in demand for skiing being much below the projections of Ski Utah, and potentially a massive increase in water supply desired for snowmaking.</li> <li><input type="checkbox"/> Declining Interest of Youth in being Outdoors. Today's youth spend half as much time outdoors as their parents (America's Great Outdoors 2011). How will this affect future ski area attendance?</li> <li><input type="checkbox"/> Cost of Lift Tickets. The economic impact of Mountain Accord has yet to be determined. However it is reasonable to assume that skiers/snowboarders will bear the costs of improved access and expanded facilities through more expensive lift tickets. How will these increased costs impact demand for skiing? Skiing is already unaffordable for most middle income Utah families; only 7% of Utah residents currently ski in resorts. How much will lift ticket price increases further reduce access for Utahns?</li> </ul> <p>What would be the economic impact on Utahns' gaining access to the canyons?</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Part of the plan for reducing vehicle access to the Cottonwood canyons is an "economic disincentive" or fee per vehicle. This could make access to the canyons more challenging or impossible for youth and less wealthy Utahns. How about an "economic incentive" for using public transit, instead? This might include discounts at the resorts.</li> <li><input type="checkbox"/> Having toll booths at the mouth of the canyons, either when entering or exiting, would be unfavorably received by local canyon users.</li> </ul>	Park City, UT	3/17/2015
<p>I've read a lot of the comments from the public input part of this process. I attended the meeting here in park city. I've read the interim report that just came out.</p> <p>I live in park city but after reading the comments from many people in slc it seems like the issues of getting up to the canyons (lcc/bcc) could be corrected by listening to the people and adding/improving bus service before taking the drastic (and expensive) measure of rail. If the real problem is traffic en route through the canyons then FIX THE BUS SYSTEM IN SLC AND THE ROADS TO THE RESORTS! And expand on the TRAX in slc to get people to the buses.</p> <p>This should not be too difficult - try it first!</p> <p>Same goes for park city. Why do we need to get people up through the cottonwoods via train/tunnel to come over here? I-80 is fine and not usually crowded. Add skier buses on I-80. Fix the bus service first by adding park and rides, more frequent buses and more stops into more neighborhoods and at each hotel/resort. BUY some smaller, AGILE, electric buses! THERE HAS TO BE A Way besides a tunnel - especially since this will all be an interim solution while we are waiting for the massive changes in technology that will change all current forms</p>	Park City, UT	4/4/2015

<p>I am a 64-year old Dartmouth-educated geologist who lives and works in Park City. I attended and spoke at the presentation at PCHS. I have spent some time the meeting thinking about the Mountain Accord, following the public comments in the PC Record, and talking to friends and family, including a local hydrologist/geologist who has worked in this area for decades. My four boys (18-32) ski and climb in both Big and Little Cottonwood canyons. Two of them are backcountry skiers, although not at all last year and very little this year due to avalanche risks. Alta is my favorite ski area on the planet. I moved my office from the Brickyard area in SLC to Pinebrook (a mile from my house) 18 months ago to eliminate the daily commute and associated emissions. I have lived in PC since Aug 2005, and in Roosevelt for twenty years prior to that. I know quite a bit about construction in rugged terrain, the geology of the Wasatch Mountains, both groundwater and surface water, how much things cost and how easily big project budgets can (and usually are) a fraction of the final cost. I have several points to make.</p> <p>The first is that the protection of SLC's water supply in the Wasatch must be the highest priority. Period.</p> <p>The second is that the problem with planners is that they will spend your money until you cut it off. This means that they will pursue stupid ideas unless an adult holding the purse strings exercises some control. In my opinion, Utah has spent more than it should have in the past couple of years investigating tunneling for a railroad into the Uinta Basin. The County Commissioners for the rural counties involved pulled the plug late last year because of the cost for that project. Not just the total cost, but the fact that the cost had multiplied from the first planning meetings to the final report. After the PC meeting, I sent digital copies of the final feasibility study for the railroad project and other related documents to Laynee Jones and Chris Robinson. It would seem obvious to me that railroad tunnels bored through Tertiary sedimentary rocks for a railroad designed to carry huge amounts of crude oil would have a better chance at economic viability than railroad tunnels bored through much older and more competent rocks for a railroad designed to carry tourists. If it takes more than an hour for your planners to reach this conclusion, something is wrong.</p> <p>The massive construction that would be required to build out the transit portions in the canyons if they are rail-based will make it very hard to protect the SLC water supply. The demand for transportation in the canyons is largely seasonal and can be met with existing buses, which will improve with time. In fact, I see that UTA is currently testing an electric bus. Leaving the roads as is will prove to be a self-limiting approach to transit and prevent the overuse of the area.</p> <p>The transportation portion of the Mountain Accord makes no sense for Park City or Summit County. As presented, it is useless and would not be used by those commuting in either direction in significant numbers. Nor will tourists bound to or from Park City want to spend hours getting to/from the airport when the trip can be made by car in 30-40 minutes. Transit with respect to Park City will be via the I-80 corridor over Parley's Summit. If there is serious interest in a rail or light rail system, it should go there. Park City's/Summit County's most immediate transit problem is dealing with traffic on the 224 and 248.</p> <p>Frankly, it does not seem to me that Summit and Wasatch counties have sufficient identity of interest with the Salt Lake Valley to make their continued participation in the Mountain Accord a smart way to spend taxpayers' money. I know that there is sentiment among the Summit County Council members to stay in the process and see what happens. We do not have enough influence to guide it, so I am not personally interested in watching our money get spent on planning for things that will never happen and would not benefit us if they did.</p> <p>One more comment that you should take seriously. I will not come to another Mountain Accord meeting because I was insulted and offended by the silly rules that Laynee Jones wanted to have govern participation. No one was rude. And it seems counterproductive to me to forbid an audience from expressing their agreement with what a speaker has said by clapping. If adults do clap after they have been asked not to, they have a reason. Scolding them is not a proper response. Perhaps making notes that this person's comments received significant support and that person's did not would be more illuminating. If the Mountain Accord is to go forward, the stakes will be huge. There will be a great deal of money involved and a lot of contention from the various interest groups and the sources of the funds. The person running those meetings will need a thick skin.</p> <p>Please put a stop to the heavy transit plans and tunneling in the canyons. The canyons don't deserve it and we can't afford it.</p>	Park City, UT	4/7/2015
<p>Hi Chris, I think I picked the better movie. Not less scary for sure, but what a story! That guy was a genius. Yours? Thanks for talking to me about my Mountain Accord concerns. This would be a comment:</p> <p>The whole process seems to center around the transportation issue only. It concerns me. The Environmental area might need just as much attention.</p> <p>As I see it with my limited knowledge this process gives the Counties and Cities, as well as private entities a chance to combine and concentrate development in certain areas and then protect - forever - from development more wilderness areas. With all the funding the state is throwing into this process, maybe someone - you? - could make the state buy open lands. That would be a benefit to all: fresh air / watershed protection / and possibly wild berries. Ha! that covers all of our needs: air / water / food.</p> <p>And, please do take the tunnel off the table all together. It might not be feasible, based on our soil and rock structure. We do not live in the Alps. A light-rail system up Parley's (provided, of course, by Thyssen mHenschel) is the best solution, as it does not pollute as much as more taxis and buses would. Any "traffic adjustment" of any kind would be a major undertaking, traffic nightmare and ... with our receding snow line... should be focused on summer traffic, not winter. Here's wishing you a Happy Spring and a bunch more snowfalls to give us the water we all need. Thanks, as always, for being such a thoughtful leader</p>	Park City, UT	4/7/2015
<p>I am fully in support of linking our resorts via gondola. We already have transportation via I80 to Park City which can be upgraded to more robust public transit. A rail system in the Cottonwoods could replace the exiting road with a parking garage at the mouth of the Canyons but should not go any further than the bases at our resorts on the west side. Linking our resorts on both sides via gondolas is a clean approach to allow less cars in our Canyons, safer travel, and a cleaner method of travel. We have a opportunity to do this right without blasting a train route through our mountains. Keep the cars out of the Cottonwoods, link all the resorts via gondolas and use clean vehicles to move people around to the existing hotels.</p> <p>The model is Zermatt, Switzerland which has no cars and gondolas all over the terrain. They use battery powered carts to move baggage, supplies, and people without cars. When you visit Zermatt, the closest train stop is Tasch which has a parking garage and a train every few minutes to Zermatt.</p> <p>Let's do this right and keep the cars out of our Canyons for the long term, just like they are doing right now in Zermatt.</p>	Park City, UT	4/8/2015
<p>I strongly support improved transit from Salt Lake City to the Park City area. With the expanded development at Park City Mountain Resort and the Canyons, this additional transportation mode is greatly needed.</p> <p>I believe light rail is the best alternative, but I understand that bus rapid transit may be more feasible in the short term.</p> <p>I also support road improvements on Gardsman's Pass.</p> <p><del>Thank you for considering these comments</del></p>	Park City, UT	4/10/2015
<p>Hello, Utah is an exceptional state, and I'm pleased you're working to keep it that way.</p> <p>The Transportation section of the Mountain Accord seemed to focus mostly on mountain destinations - please continue to improve light rail in downtown SLC. As it is now, it's impractical to rely on light rail for errands. I'd love to rely on Trax the way I relied on the MTA in New York for six years before moving to Utah.</p> <p>Here are my suggestions:</p> <p>Double (at least) the number of light rail lines in SLC; include service on holidays.</p> <p>Take advantage of SLC's unusually wide streets by creating two-way protected bike lanes between cars parked in street and the sidewalk (NOT placing cyclists between parked cars and moving traffic).</p> <p>--Consider traffic signals for cyclists (<a href="http://grist.org/news/traffic-signals-for-cyclists-pop-up-nationwide/">http://grist.org/news/traffic-signals-for-cyclists-pop-up-nationwide/</a>)</p>	Park City, UT	4/10/2015
<p>Hi Laynee &amp; All, Thanks for doing such a good job with this massive and seemingly at times thankless project. I've changed my mind a number of times, but before I miss another deadline, here are my current views...</p> <p>Land Swaps</p> <p>I'm in favor of swapping out the ski resort's peripheral land for concentrated development near the resort centers. One major concern would be that there is a provision for parking - having the resorts develop all of their land and not provide any parking would compound the existing problem. I know Grizzly Gulch is partially private, but preserving that is essential for the backcountry experience.</p> <p>Transit</p> <p>Of the three canyons, Little Cottonwood, Big Cottonwood and Parleys, 99% of the traffic issues seem to do with Little Cottonwood. A train is never going to compete with I-80 as far as speed, flexibility or cost for getting up to Park City. Big Cottonwood Canyon road is narrow, but relatively safe. Little Cottonwood Canyon road is a complete mess, in part because it passes through 30+ avalanche paths, but also because all it takes is a single spun out rental car to block the entire canyon. A train line on the other side of LCC creek would be nice, but the existing road is always going to be there as well, so now there would be two major transportation lines up this small canyon. Putting the trainline up the existing road is not going to work without massive amounts of tunnels.</p> <p>The core issue with transportation problems in the Central Wasatch is that LCC is a box canyon with only one entrance and exit. I think that building a tunnel between Little and Big could give LCC and escape hatch and also make the Interconnectors happy, but I don't think LCC or BCC needs another glidepath or rail line.</p> <p>Adding extra buses during peak days could also help. When LCC is bad, it is really bad, but for 90% of the time, you can zoom right up it in a car.</p> <p>Trails</p> <p>Adding new interconnecting hiking/biking trails in LCC/BCC sounds good.</p>	Park City, UT	4/12/2015

<p>Hello, I attended the meeting at the Eccles theater in Park City. It seemed that transportation issues loomed large. I would like to submit random comments from my perspective. Tunnels and ski lifts over the Wasatch crest should be last on the list of options. I would like to see increased public transit between the SLC area and Park City. We live near Kimball Junction. The PC-SLC Connect is great to go to SLC all day. I frequently did a bus/bike commute when I worked near the University. I am retired now and sometimes I take the bus to SLC in the late afternoon to meet my husband. The current schedule does not work to go either direction for less than a full day. My husband would ride it to work in downtown SLC but he needs to leave work about 5:15-5:30, not 4:20 or 6:20 PM.</p> <p>I would like to see the Parleys Pathway bike path between Parleys Summit and the East Canyon exit on I-80 installed. We were part of a group several years ago to get this on a county planning map. I sometimes rode my bike from Kimball Junction to work in Research Park, well into my late 50's. I am just a regular cyclist, not an extreme athlete. Non-cyclists may not realize how much riding that recreational riders are up for, especially with the option to bus one direction or the other. Other people also brave this section of Interstate to do this commute. Before the PC-SLC bus, my husband or I would ride this route to meet the other one in SLC so we didn't have two cars there at the end of the day.</p> <p>I'd like for Park City to maintain its get-away, resort feel, not become a suburb of the SL Valley. Except for maybe one trip to say they did it, the average skier is not going to drive to the base of a Cottonwood canyon, take a shuttle up to Solitude, then a lift to PCMR when they could just drive 30 min to their selected ski area.</p> <p>When we think of all the population in the area, and all the tourists, these "ski-link" connections serve only a very few people - the people spending up to and over \$100 per day for a downhill ski experience. I haven't found concrete numbers, but it is my impression that the younger generations aren't flocking to downhill skiing as their (aging out) boomer parents did. It does seem that the numbers for non-motorized sports are increasing - Nordic and backcountry skiing. I do not want additional ski lifts, towers, and maintenance access in the undeveloped areas. Do we really want to "pave" more paradise? HE** NO!</p> <p>Our national parks and wilderness areas are the best in the USA. They draw millions of tourists. For what? Nature! Not more motors and machinery. And not every place should be accessible to everyone. Maybe not accessible to anyone. I have some physical limitations now but no, I do not deserve access to everything. It's ok. Leave it alone. Leave it natural.</p> <p>In summary, more public transit on routes we already have in place, more bike paths, no more machinery in the mountains, keep our water clean (if there is any).</p> <p><u>Thank you.</u></p>	Park City, UT	4/22/2015
<p>Mountain Accord – Public Input</p> <p>While there appear to be many advantageous to the Mountain Accord, we have concerns about the process and lack of Wasatch Back involvement. It seems that proposals about our future are being largely made by representatives from political and business interests outside of Summit County. A few of our areas of concern include:</p> <ul style="list-style-type: none"> <li>•Lack of transparency as to the origination of the Mountain Accord movement, biases and interests of participants.</li> <li>•Inadequate public process started too late</li> <li>•The objections to development in Big and Little Cottonwood Canyons that were considered before the 2002 Olympics seem to have been removed.</li> <li>•Carrying capacity of the Cottonwood Canyons is not being considered.</li> <li>•Plans seem focused on tourism and recreation, rather than on the Utah population's highest and longterm needs.</li> <li>•Plan seems to ignore the upcoming pressures that climate change is bringing to the region, with lower snowfall, more drought, and shorter winters.</li> <li>•Plans do not protect the Wasatch Front watershed for future generations.</li> <li>•Only the most intrusive and expensive transportation option is being put forward. NEPA process seems likely to proceed with tunnel as the primary option, without a preliminary cost/benefit analysis.</li> </ul> <p>Specifically, the transportation alternatives being most strongly supported seem to mostly benefit the Wasatch Front. In the area of transportation, the proponents tout the benefits to reduced traffic and hence, cleaner air. Yet the proposals focus more on how to move tourists and visitors through the Salt Lake Valley to the resorts, rather than addressing the very real and more significant problem of residential and commuter traffic. If we are going to take one big shot at addressing transportation, and spend billions of dollars, Mountain Accord should address residents, commuters first. If, in the process, day use recreationalist and destination visitors' impacts are addressed, all the better. If rail is to be considered, we want to hear more about a rail alternative which could link Salt Lake to Park City. Perhaps this line could eventually continue through Wasatch County to Heber, then Provo, making a Grand Loop. For Big &amp; Little Cottonwood Canyons and Mill Creek, we think a system like Zion National Park's shuttles would make more sense, shutting down the canyons to private automobile traffic except for private homes and controlled destination overnight parking. Roads could be upgraded with a dedicated lane for busses and avalanche sheds could be constructed in known trouble areas. At the mouths of the canyons or perhaps in a strategic location, a master parking structure could be located with transit center to stage travel to and from the Canyons. These parking intercepts/transit centers would link with the already established UTA mass transit systems. Park City is economically powerful and has built its community and economy over 50 years. We want to protect our brand and community character. A tunnel through the mountain to Park City is unnecessary, expensive and a threat to our destination visitor base. Day recreationalists from the Wasatch Front do not spend a lot in our local economy and only cause impacts without the local expenditures or sale tax benefits. Mountain Accord offers opportunities to preserve and manage our highly pressured and deeply loved Wasatch Mountains. We believe Mountain Accord should provide the greatest public good. In the area of transportation, expensive rail systems should primarily target residents and commuters, those who create the largest traffic impacts.</p>	Park City, UT	4/23/2015
<p>Transportation :</p> <p>I don't agree with connecting the little/big cottonwood canyons to Park City; definitely NOT via tunnels through the mountains. That leaves over-land methods such as gondolas or chair lifts, which would serve a very small population of people in the Winter. I think that an energy(carbon footprint wise), cost and time efficient method of transportation from SLC, specifically from the airport, to Park City would be money better spent.</p> <p>My husband and I travel all over the world, and we prefer to take local, public transportation and forgo a rental car if we're staying put in a town. Last Summer we flew to Portland, OR and planned to take the train from the airport directly to town and walk the few blocks to our hotel. \$3.00, and 30 minutes later, we were at our destination. Last Fall, we were in NYC and got a 5 day subway pass - fast and efficient!</p>	Park City, UT	4/24/2015

<p>Environmental:  At all costs protect watershed. Funding mechanism needed to sustain, manage and enforce protection plan. Airport tax, car rental fee, transportation fee, must be used to offset environmental impact of transportation including auto and air traffic into SLC and Heber. Under "Proposed Cottonwood Canyons Scenario", it appeared to me it is assumed there will be a rail and tunnel system? I am opposed to tunneling of any sort. In my opinion, it appears from the way one links to this section from the Environmental page that it is the opinion of the Environmental Sub Committee. I believe there would be a negative impact to watershed and environment with tunnel option. Cost benefit analysis would unlikely show a positive outcome. Benefits would go to a few at expense of majority and environment. I'm against any sort of linking between Park City, BCC and LCC. (Other than express/local bus and shuttle service)  Strongly support all efforts to enhance the natural ecosystem, mapping existing flora with managed plan to mitigate noxious invasive species.  Strongly support efforts to mitigate future impact on climate change including mapping and reducing CO2 footprint.</p> <p>Recreation:  As an avid back country skier and mountain biker I have an intimate relationship with the Wasatch.  What exactly is Protective Public Ownership? What funds the ongoing management and protection of these areas?  Where are and how does the 416 acres in American Fork fit into the plan? Doesn't show on map and is outside area of focus.  Areas included in Ski Area Land Swap should be valued based on actual economic viability of private expansion in these areas. Less value given to places not likely developed due to geographic topography, etc.  Not in favor of reducing mountain bike or back country skiing access to existing trails/areas.  In favor of reducing hell ski operations and strengthening rules which dictate when and where operations are allowed. Penalties should be steep and enforceable.</p> <p>Economy:  I believe 'sustaining economic growth' in the Wasatch is counter to this entire process. Limiting, controlling and enforcing commercial business is the only way to accomplish the primary goal of the Mountain Accord... protecting the watershed and pristine nature of the area. Pressures should be placed on ski resorts to reduce the amount of land made available for automobile parking and all employees should be required to take mass transit or private shuttle. Existing parking lots should be acceptable land for increased development. Stronger regulations and enforceable penalties are the only way to manage the greed of the corporate growth machine. If you'd like I'll tell you how I really feel ☹️  Ongoing appropriation of state and local municipal funding to manage preservation and improve existing conditions... not enable development.  Transportation: (best for last☺️)  In my humble opinion, enhancing Local Bus, Express Bus and Shuttle service is a short and long term piece of the solution for i80, and the Cottonwood canyons. No tunnels. No light or heavy rail. No Ariel Trams or connections other than bus and shuttle between Park City, BCC and LCC. However, enhancing rail between the airport and the transportation HUBs on the Wasatch Front makes sense to me. Long term perhaps up i80 to Kimball Junction or Quinn's.  Supply should meet variable demand based on seasonal requirements. Identified HUBS seem reasonable.  Park and ride areas to the south of i80, at i80 and between i80 and Mill Creek, BCC and LCC should be enhanced and managed intentionally to serve the seasonal and time-of-day needs. If we could depend on the bus we will ride the bus.  Reducing parking availability, charging additional fees for car rental, fees for parking at ski resorts or ski towns. Make it more desirable to take public transport or shuttle reducing the rental car numbers and SLC cars travelling all corridors to recreation destinations.  Transportation Management System is not defined... what is this?  Fees (a % of ALL fees and taxes related to this initiative) should be used for funding and sustaining management, enforcement and to offset the cost of public transportation options. Possibly fund a grant pool for incenting environmentally friendly vehicle use i.e. electric shuttle vans, natural gas vehicles, etc...</p>	Park City, UT	4/26/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.  Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.  Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.  Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.  Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.  One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.  Have potential impacts from the following factors been fully evaluated?  *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?  *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?  Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Park City, UT	4/28/2015
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<p>I support improved transportation to Utah Ski Resorts.</p>	Park City, UT	4/29/2015
<p>To Whom it May Concern:</p> <p>I support 100% the ONE Wasatch and over-the-snow connectivity proposal.</p> <p>Completion of the ONE Wasatch project will make my (and my extended family's) ski experience in Utah more enjoyable and fulfilling in addition to providing greater access to these other ski areas. I also believe that ONE Wasatch will make my trips to other nearby resorts in the other Wasatch canyons safer, faster and more convenient. This will also be a significant boon to Utah and its economy.</p> <p>Respectfully submitted,</p>	Park City, UT	4/29/2015
<p>In 1898 my father, Elwin A. Potter, was born in Park City, Utah. After working for almost 20 years in the mines my grandfather, George M. Potter, had to quit mining due to contracting "silicosis," a disease common to miners.</p>	Park City, UT	4/29/2015
<p>My heritage is connected to Park City. I strongly support the connecting of Utah ski resorts and the economic value that such connection will bring to Park City and the state of Utah.</p>	Park City, UT	4/29/2015
<p>I support One Wasatch fully. We are property owners in Park City and we NEVER go to other resorts simply because it's too far to drive! Thank you.</p>	Park City, UT	4/29/2015
<p>I think connecting all of the ski resorts through ONE Wasatch is a fantastic idea and am 100% behind the initiative. It will help our economy and make it much easier to travel to other resorts. As a Park City resident, I love skiing at all of the resorts and it would be great to access them without driving the other canyons.</p>	Park City, UT	4/29/2015
<p>Hi Summit County!</p> <p>First, thank you for your service and for your thoughtful analysis on Mountain Accord. I wanted to have some input on Summit County's involvement in Mountain Accord. I'm in agreement that it isn't clear whether the County should or shouldn't be involved, but I do have 2 cents to add. Any transportation plan that involves Summit County should necessarily involve Wasatch County. I know Wasatch County isn't involved in Mountain Accord for whatever reason but Wasatch should not be ignored. With housing prices going the way they are and schools getting pretty maxed out in Park City, locals are increasingly headed to Wasatch County. If you fast forward 10 years, I suspect Wasatch County will be to Summit County and Park City what Pinebrook and Jeremy were to Park City 10 years ago. Not the best analogy but hopefully you get the point.</p> <p>Wasatch County is growing and is facing an impending air pollution problem which could eventually impact Summit County. Much of the car pressure in Park City &amp; Summit County in future years will come from Wasatch County – whether it's people working in Summit County or Park City or passing through on the way to SLC. I don't see how any comprehensive transportation plan that is to benefit Summit County can exclude Wasatch County and expect to be at all meaningful. I suspect the issue with Wasatch is lack of funds or lack of interest but that won't always be the case as property prices increase and farms (groan) turn into subdivisions, creating a greater tax base.</p> <p>I don't know what this type of plan would entail – maybe low emission buses from Heber that stop at Kimball on the way to SLC, or better, a train – but I do know it needs to happen.</p> <p>Thanks!</p>	Park City, UT	4/29/2015
<p>I believe that the process of bringing all interests together to develop policies for the future is both important and valuable. However, I have two concerns about the process to date. The first is transparency. If action is to be taken based on the process, the process must be completely transparent to the PUBLIC, not just to the designated participants. I do not feel that that has been the case. There is too much doubt that secret deals are being worked out to advance the interests of developers while only giving lip service to the protection of open space. Simply put, I do not trust what has happened so far because things seem to be going on behind closed doors..</p> <p>Second, the use of rail over bus service makes no sense whatsoever to me. Federal funds for rail transit are not unlimited and could be much better used for other transportation purposes in Utah or other states. While UTA has done much that is praiseworthy with light rail solutions, UTA seems to be blind to the possibilities of really improved bus service. In addition to the substantial expense, construction of new rail lines would be very damaging to open space.</p> <p>Thank you for the opportunity to comment</p>	Park City, UT	4/29/2015

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<p>ski area connectivity would help Utah compete with other ski regions and cut down on driving.</p>	Park City, UT	4/30/2015
<p>I have the following comments -</p> <ul style="list-style-type: none"> <li>• In general there seems to be too much development associated with the plan.</li> <li>• I support a bus based transportation system particularly a shuttle bus similar to Zion.</li> <li>• Save as much valuable backcountry terrain as possible.</li> <li>• Any private land transfers or preservation must include Grizzly Gulch</li> <li>• Honeycomb lift should not drop below elevation of current lift (i.e stay in Honeycomb)</li> <li>• Ski areas should include uphill route inside their boundaries</li> <li>• no trains</li> <li>• no tunnels</li> <li>• preserve the water shed as much as possible. Don't degrade watershed landscape or impair water quality</li> <li>• reduce mountain sprawl</li> <li>• land swaps make sense as long as they are fair (no snowbasin type swaps where valuable mountain land is swapped for subpar land)</li> <li>• no road expansion</li> <li>• no aerial lifts connecting canyons</li> <li>• increase federally designated wilderness and strengthen protections for this special area</li> </ul>	Park City, UT	4/30/2015
<p>** I support ONE Wasatch and over-the-snow connectivity.</p> <p>** I support improved transportation to/from Utah's ski resorts.</p> <p>** ski area connectivity would help Utah's economy</p> <p>** ski area connectivity would be fun</p> <p>** ski area connectivity would help Utah compete with other ski regions</p> <p>** improved transportation would make my trip to the ski areas safer</p> <p>** improved transportation would make my trip to the ski areas faster</p> <p>** improved transportation would make my trip to the ski areas more convenient</p> <p>Regards,</p>	Park City, UT	4/30/2015
<p>While there are many good items of the mountain accord plan, expansion of the ski resorts is not one of them. Backcountry skier numbers are increasing. Many of the areas adjacent to ski areas that are planned for expansion are used to access the backcountry for novice and advanced backcountry travelers. I myself used the Iron Canyon area in Park City to access the Park City ridge line when I was beginning to explore the backcountry. Now, due to the expansion of the Canyons and the connection to Park City Mountain Resort this local back country access is completely removed from the Park City side. My next area of exploration as a novice backcountry traveler was Grizzly Gulch. I'd hate to see Grizzly Gulch given to the for profit ski resorts and lost for ever to back country travelers.</p> <p>Let the ski resorts maximize their profits from within their boundaries by increasing lift ticket prices and developing their land. Do not let them develop our land, our Wasatch for their profits.</p>	Park City, UT	4/30/2015
<p>I support ONE Wasatch and over-the-snow connectivity.</p>	Park City, UT	4/30/2015

<p>While there are many idealistic concepts being advanced by Mtn. Accord, I am one who knows and understands Courchevel, France Three Valleys, but... I do not favor the Mtn accord transportation solutions as presented.</p> <ol style="list-style-type: none"> <li>1. Skiing is poor between the resorts, making any transportations linkages only a way for one resort to compete with the other, versus some reasonable cooperation.</li> <li>2. Day skiers only spend about \$100 per day at our resorts versus nearly \$400 per day for overnight visitors. The economy of Park City area resorts is greatly enhanced by the weekly skier who stays and sleeps here.</li> <li>3. The Day Skiers compound traffic and parking limitations, and overnight skiers are often without cars at all. It is not anticipated that Valley day visitors will take a train or any alternate transportation to day ski. It is not in Park City's interest to compound skier capacities, parking capacities, or to dilute any or all of its economic interests in favor of bringing more day skiers to the mountain.</li> </ol> <p>I believe ski area connectivity would distinguish Utah's ski industry and help Utah's economy.</p> <p>I'm opposed to any connection of the canyons (Little and Big), especially between the canyons and Park City</p> <p>To Whom it May Concern:</p> <p>I am a 15 year resident of Park City, Utah. I am all for the Mountain Accord. For many years, I and many of my friends in Park City have travelled to the Cottonwood resorts to ski. In the normal Utah weather patterns, the higher altitude resorts tend to have better snow. We have all sat in the traffic AKA Conga Line in the Cottonwoods to chase Utah's legendary powder. I also house many friends and guests, who visit our great State of Utah. These friends always head over to the Cottonwoods to ski the legendary snow for more than half of their days here..I also have friends that work in the transportation industry, and they are constantly shuttling people to and from the Park City area to the Cottonwoods.</p> <p>There are hundreds and hundreds of people in Park City that work in the SLC valley, and many more that work at the airport. We, Park City area residents, have all talked over the years as to how great it would be to have a public transportation system so that we would not have to drive to the valley all of the time. The amount of traffic using Parleys Canyon has greatly increased over the years, and it has been very noticeable.</p> <p>With all of that said, I believe the Mountain Accord will greatly decrease traffic and pollution. I feel the plan is well balanced for environmental protection. There are also many pollution savings in different ways; Auto and truck exhaust, tire wear, oil and other fluid changes, brake pad dust and wear, and road maintenance as a result of decreased usage. It would also increase the marketability of our State, providing a competitive advantage over the other recreational States.</p> <p>Thank you</p>	Park City, UT	4/30/2015
<p>My wife and I are relatively new residents of Park City, and we may bring a fresh perspective on the Mountain Accord.</p> <p>We are from California, where traffic problems abound.</p> <p>To become familiar with local issues, we attended the Park City Leadership 101 Seminar as well as the public meeting at Eccles Center to discuss draft recommendations of the Mountain Accord committee.</p> <p>We are glad to see long-range planning underway, but we noticed significant gaps between the Mountain Accord plan, Park City leaders and Park City residents:</p> <ul style="list-style-type: none"> <li>• Mountain Accord seems primarily focused on enhancing environmental enjoyment (trails, open space, outdoor activities) and long-range transportation options (rail, bus, tunnel). Those plans will influence economic growth in various areas (Park City, Heber, Summit County, etc.).</li> <li>• Park City leaders seem most interested in encouraging public transportation and affordable housing.</li> <li>• Park City residents seem most focused on short-term transportation solutions ("carmageddon") and controlling economic growth (traffic congestion, population increase, rising home prices) in the region.</li> </ul> <p>We have enjoyed using local public transportation, which we believe is exemplary and greatly enhanced with the new "bus" software application for mobile use. We were very impressed by the city's efforts to monitor, control and influence winter traffic between the busy week of Xmas and New Year's Eve. However, we have experienced traffic congestion on 224 and 248 and we think the citizens are right in being primarily concerned about the traffic problems stemming from the rapid growth and commercial development in recent years.</p> <p>These suggestions may seem like "low tech" solutions which may be unpopular with the city's current leadership, but we would support the following:</p> <ul style="list-style-type: none"> <li>• In the short-term, widen 224 and/or 248 to alleviate traffic problems. Doing so could be a much cheaper, faster and better way to address the immediate public needs than investing in other activities such as buying more land for open space, restraining land use by requiring affordable housing (e.g., Bonanza Park), further enhancing the public transportation system with a dedicated lane for express buses, or dedicating resources to a futuristic SLC-PC rail system. People enjoy the convenience and efficiency of driving their own cars, and they won't necessarily use public transportation even if it is free and well planned.</li> <li>• If widening roads is not acceptable, consider the construction of reversible traffic lanes along 224 and/or 248. Many cities around the world have implemented a variety of methods to allow heavy traffic to occupy more lanes during busy periods. We did not hear any discussion of that possibility. It could also be a relatively low cost solution compared to building a rail system and/or drilling a tunnel through the mountains.</li> <li>• Encourage the development of high occupancy gondolas and underground parking from the Park City bus depot to Deer Valley and from Bonanza Park to PCMR. Bonanza Park seems underutilized, poorly planned and unattractive. It could be redeveloped to accommodate economic development and improved retail and commercial services while alleviating traffic flow through the older parts of town to the mountain resorts. Vail Resorts might be very interested in providing funding to support the redevelopment of Bonanza Park.</li> </ul>	Park City, UT	4/30/2015
<p>I support One Wasatch and over the snow connectivity.</p> <p>I support One Wasatch. I love the idea of being able to take FrontRunner all the way up to Park City and do my part to support our public transit. Currently, I am driving daily from Roy to Park City. It would be great to eliminate one more car off of our roads.</p>	Park City, UT	5/1/2015
<p>I support Mountain Accord because it has the courage to publicly discuss the future of the Wasatch and come up some concrete solutions. Of course, it's much easier for detractors to denigrate any novel concept than to come up with one single constructive idea.</p> <p>This said, while I fully support the ideas of Mountain Accord's, what I want to see happen - more than anything else - is ONE Wasatch.</p> <p>Interestingly, ONE Wasatch embodies all of the elements contained in Mountain Accord (less transportation, less pollution, more economic opportunities and enhanced recreation) at almost no cost to us, the locals. I also can relate to the plan because I was born and raised in the Alps and was fortunate to witness the birth and the blooming of alpine interconnects there.</p> <p>I can assure all my Utahans friends that ONE Wasatch represent true synergy and is the easiest "game changer" available to us, and just us in Utah, because it can't be duplicated anywhere else in North America.</p> <p>Again, linking our six resorts could add realistic and affordable benefits that would immediately benefit our local population and elevate Utah beyond the reach of any other State or Province.</p> <p>I hate to boast about it, but I speak from personal experience!</p> <p>ONE Wasatch is sound, looks up to the future, leaves plenty of space for back-country skiing and magnifies the recreational opportunities offered to all Wasatch residents!</p> <p>Think into the future, be imaginative, seize this chance, embrace ONE Wasatch!</p>	Park City, UT	5/1/2015
<p>I support ONE Wasatch and over-the-snow connectivity.</p> <p>Connecting resorts makes this ski area more desirable which will help the economy and improve property values.</p> <p>Your email can be as short as one line. Here are a few examples:</p> <p>** I support ONE Wasatch and over-the-snow connectivity.</p> <p>** I support improved transportation to/from Utah's ski resorts.</p>	Park City, UT	5/1/2015
<p>Just writing to say I agree with the Wasatch Backcountry Alliance's position regarding the mountain accord plan. We need to minimize further development in the Wasatch. It is a small range, and it would be all too easy to let development take over and make it a less special place.</p>	Park City, UT	5/1/2015
<p>In my career with the U.S. Ski Team, I have been fortunate to visit many remarkable mountain regions around the world. What has always struck me about the most successful was the way their entire communities and lives integrated with the mountains. Regions like the Dolomites of Italy, the Three Valleys in France, the Bernese Oberland in Switzerland and many more all have built their regions around their mountain core utilizing unique, environmentally friendly transportation systems.</p> <p>We have that same natural landscape in Utah. All of us enjoy an amazing lifestyle in our mountains, from summer hiking and scenic drives to winters on the ski slopes. The outdoors is our life in Utah, and what we wish to leave for our children's children.</p> <p>Having seen so many diverse mountain regions, I have come to value some core principles and best practices I have seen in those regions. Most notably, what has struck me is the interconnectivity of communities within those mountain regions. Mountains and valleys are not obstacles, but they are bridges to bring communities together.</p> <p>I strongly support the concepts espoused through ONE Wasatch, utilizing unique on-mountain and in-mountain transportation. While, of course, this is a positive impact for skiing. But what has struck me about these other regions is that it brings their communities together and makes them a better place in day-to-day life all year long.</p> <p>Our ability to better link our canyons and our communities will allow us to better preserve our lifestyle and our mountains. It will provide a better place for our children. And it will allow our economy to thrive.</p> <p>Thanks for the work that you have undertaken to help make our mountain region a better place.</p>	Park City, UT	5/1/2015
<p>We are in agreement with Rich Wyman and Dana Williams in opposing the Mountain Accord proposal. Rich's comments below summarize our thoughts as well.</p> <p>"The MA is a fast motion machine to connect Park City to Salt Lake City by trains and tunnels through Big and Little Cottonwood Canyons. The environmental impacts to wildlife, recreation, and water supplies in these precious mountains will be devastating. Everything about the MA is geared to perpetuate its process, from vote taking, to comments, to studies. It's all done with the intention of proceeding to its desired goals.</p> <p>The estimated cost is \$6 billion and these numbers always increase. Utah ranks 51st in education funding behind all other states including Puerto Rico. Only 5% of Utah residents ski. These trains and tunnels serve only to increase development and economic interests on the Sale Lake side of the Wasatch Mountains. They do not help our traffic and growth problems here in Park City, they only make it worse. This is not money spent wisely.</p> <p>The economic interests on the Salt Lake side of the mountains think they need to connect to Park City to justify such a ludicrous idea. There is considerable political and economic pressure being applied to many members of the MA, including our elected officials, to stay at the table, which also comes at considerable expense.</p>	Park City, UT	5/1/2015

<p>As the population in Utah grows it becomes more and more important to advance and modernize our transportation system. Not only is it good for residents and visitors alike but is a great environmental advancement. There will only be more and more people recreating in our beautiful mountains and if managed, designed and constructed properly, the mountain accord project could make a huge difference in this wonderful mountain range.</p>	Park City, UT	5/1/2015
<p>Hi - As a recent immigrant to Utah (Park City) most recently from Denver, I support the Mountain Accord initiative and a combination of improved road and over-the-snow connection opportunities. Having experienced the pain of transportation for recreation (and business) from Denver to the Colorado mountains over the last 9 years, I can personally attest to the negative environmental, economic and emotional aspects that demand has had on Colorado and is having on Utah. I believe improved ski area connectivity would make ski and other mountain recreation safer, more fun and ultimately lead to positive economic and environmental benefits.</p>	Park City, UT	5/1/2015
<p><u>Thank you for your consideration and all the hard work you are doing!</u>  First of all, your comment area would not allow BOTH my spouse and me to comment from the same computer. That is discriminatory. Also discriminatory is your requirement to Pay Money to be at the table planning this shenanigan.  This proposal taxes all Utahns to benefit a few privileged legislators, corporations, the ski industry, and those moneyed few who have insider interest in the vast amount of expense that will burden generations to come.  Mountain Accord will not be of no overarching benefit, especially the costly tunnels. I particularly object to the tunnel proposed to Park City. There is NO NEED for this, except to include the Cottonwood Canyons in the next Olympics, which I expect will eventually come. This unnecessary tunnel provides a second required escape route from the Cottonwoods so they would be eligible to host Olympic events. Rather than have them held at the venues of the 20002 Games, which would be more prudent.  It also adds to the gridlock which we experience during high traffic periods in the Park City area, rather than solving them.  Please register me as an opponent to the Mountain Accord proposal.</p>	Park City, UT	5/1/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.  Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.  Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.  Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.  Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.  One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.  Have potential impacts from the following factors been fully evaluated?  *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?  *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?  Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Park City, UT	5/1/2015
<p>I support preserving as much as our federal land as possible. I would like the Mountain Accord to make substantial efforts to have the forests of the Wasatch Front and Back set aside as wilderness and to limit the amount of development of our remaining wild areas. I believe we have a responsibility as Utahns, as American citizens, as humans to ensure that we have wilderness areas for the future.</p>	Park City, UT	5/1/2015
<p>To All Concerned,  I am supplementing my prior comments with the following:  I am a full time resident of Park City, UT. I have studied the MA blueprint and related information on your website, and have the following comments concerning the Mountain Accord Transportation Corridor Purposes and Alternatives  Little Cottonwood Canyon/Park City Area Corridor  Alternatives Proposed to Advance for Further Consideration  A. Light rail transit (LRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City.  B. Bus rapid transit (BRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area including tunnel connections between Alta, Big Cottonwood Canyon and Park City.  C. Same as above but with aerial transportation (such as a gondola or tram) in the segment between Big Cottonwood Canyon and Park City.  D. Transportation system management alternatives, which are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways  I do not support Alternatives A, B, C.  I do support Alternative D.  Alternatives Proposed to Drop from Further Consideration  I do support dropping items E – I from further consideration.  Summit County Connectors (SR 224 from Park City to Kimball and SR 248 from Park City to US 40)  Alternatives Proposed to Advance for Further Consideration  A. Light rail transit (LRT) in new exclusive guideway on SR-224 from Park City to Kimball Junction (I-80) and on SR-248 from Park City to Quinn's Junction (US 40).  B. Bus rapid transit (BRT) in new exclusive guideway on both routes.  I do not support Alternative A or B.  Alternatives Proposed to Drop from Further Consideration  I do support dropping items A – B from further consideration.  <u>Thank You</u></p>	Park City, UT	5/1/2015
<p>Hi -  Thank you for championing what I'm sure has been a challenging and yet rewarding process. I wanted to provide input on the Phase 1 - I have attended all the public meetings in Park City and appreciate that we are being included in the process.  The Wasatch Mountains are not a product to be marketed. They are a natural resource that we need to care for and value. I certainly appreciate all the work that is going into creating new protection for wilderness areas but I am not in favor of any transportation options that involve tunneling through the mountains. That seems beyond irresponsible to me to consider an option of linking LCC, BCC, and PC via tunnel and train. The cost vs benefit case must be a centuries long payback period not to mention the incredible impact on the land.  I am also not in favor of any proposals that involve lifts in Grizzly Gulch - maintaining the current level of backcountry terrain is key to me. I have a hard time understanding the focus on expanding the skiing terrain for a market that is having a rapidly shrinking user base. And to increase the resort footprint, we decrease the terrain for the only area of skiing that is growing which is backcountry skiing. Seems like a very short-sighted move. I get why the resorts want more terrain so that they can market new lifts, runs, etc. But, I don't feel the mountains are here to serve the resorts/private companies. They are OUR resource and it's high time we step up and protect them.  We can't improve on the Wasatch Mountains, we can only hurt them. Let's preserve them and not get side tracked by the economic opportunities for the few. Let's focus on the many who value these mountains as a water source, home for wildlife, place of recreation, and a slice of heaven in our backyard.  Thank you, ☺</p>	Park City, UT	5/1/2015
<p>To Whom It May Concern,  I have read all your printed material and attended several of your public sessions. There are many good ideas to save the Wasatch. As an example, trails that interconnect the Cottonwood canyons and the Wasatch back are an excellent idea.  Trying to connect the canyons and Park City is a bad idea. It is absolutely no benefit for Park City. The tunnels scheme is so far fetched it should not be considered. The Cottonwood Canyons have their transportation issues and Park City has its transportation issues. They will not be solved with an incredibly expensive train interconnect. ☹</p>	Park City, UT	5/2/2015

<p>Our response to the Mountain Accord Study. To All Mountain Accord members, Thank you, thank you for studying these problems and for trying to come to an agreement. These are the areas that we believe are most important: *Protecting the public domain of the Central Wasatch Mountains. *Study the impact of the mountains, to protect the watershed, wildlife and environment. *Keeping development outside the canyons and retaining the character and quality of the local areas. *We heartily agree that we are not Europe, and surely not Colorado, California, or Canada. We should recognize our uniqueness and want to stay that way. *Watershed protection is a priority in any mass transit development. Single occupancy vehicular traffic is unacceptable. Park and ride is a necessity. *All aspects of avalanche control should be respected, and safety recommendations followed by all citizens &amp; tourists without question. All of our canyons are different, and it is fun to be able to decide among friends which area is the consensus for each day. The diversity and beauty of each canyon is not to be overlooked. We do not need or want overhead snow chairs going by, diminishing our enjoyment of the natural beauty. We are used to our canyons and treasure each of them in their natural state. We feel that the resort connection issue has been concocted by the ski business is to appease the affluent as a novelty and to make more money. LET's leave our canyons alone as much as possible and let them retain their quiet beauty, interrupted only by the cascading stream. Let's not mess with this! Every time we put a stream under a road, we are sorry for its loss. I agree that we should get people to the canyons, not through them. I know finally we have five generations of environmentalists (we used to call them Nature Lovers). My grandfather was the foremost naturalist in Salt Lake City at the time with his world-class collections of insects and bird eggs, all categorized by species, date, location, and collector. I know grandparents home that is all we heard people talk about - birds, insects &amp; butterflies. School children were invited to see these collections, to identify and to study them. My father carried on all of the traditions of Grandfather. His idea of fun was to go to the "Black Sleds" to watch for birds. As a young man he wanted some skis, so he had his brother make him some. They were long heavy and had a screw at the front of the ski for winding up rope to go uphill. As a physician and surgeon my father made house calls to patients homes night and day. He loved having company on his frequent calls. His excitement on Sunday calls was " If you come with me we could go up the canyon and watch the birds". We always took him up on that invitation. Back to the matter at hand - To decrease the need for connections between resorts on the Wasatch. Mountain Accord suggests that us rapid transit, rail, limited single occupancy vehicle use &amp; increased park &amp; ride could be a less invasive abuse of our canyons. This would certainly decrease the need for resort connections. "Any solution that has a negative impact on watershed, environment, flora &amp; fauna would be irresponsible." I thoroughly agree. As part of the land exchange, I was pleased that Mt. Superior would be protected. I was shocked that anyone could think of desecrating such a magnificent mountain. It must never be possible to do so. I believe that it is true that 96% of Utahns agree to protect our wonderful mountains &amp; canyons for all future generations. The Guardsman's Pass road should be closed in the winter, as is now the practice. Why do we need to connect the ski resorts? They are doing fine. An open road in winter only means more development. Please leave Bonanza Flat alone in its beauty for all to see and respond to. The giant hotel almost to Gaurdsman's Pass is so insensitive to the land and destroys the awesomeness of reaching the pass. Let's retain Bonanza Flat in a pristine state. Last observation - It is sad that it is now so difficult for young families to be able to sit together at the resorts without spending a fortune. Skiing shouldn't be just for the wealthy. When I was in High School our parents gave us a dollar to go skiing (60 cents for bus fare and 40 cents for rope tow tickets). We packed our own lunches and leaned against our crossed skis to eat lunch. Below us a magnificent view of White Pine in all its pristine glory. We floundered in the powder, the rope tows were hard to hold onto, but we were 'skiing'. Last year I was invited to lunch at Snowbird. After which we were invited to go through the mountain in the new tunnel. On the other side we looked down at White Pine. I felt sad looking at a crisscrossed dirt roads and a maintenance truck. Therefore our priorities: *No tunnels through the mountains. *No new roads connecting ski areas. *No overhead lifts connecting canyons. *Watershed protection as the #1 priority. *Access to the canyons from the city for all. Salt Laker have always been great picnickers. Its "up the canyon" for burchn with bacon &amp; eggs, biscuits, hot coffee or for steak dinner with freshly cut corn on the cob or a basket of sandwiches. Each time we appreciated our camp spot in the canyon. Let's not hack up the mountains for projects that only reward the privileged few. Each of our canyons is unique and presents a different experience on the ride up. This is very much a part of the pleasure, always amazing, always worthy of our respect.</p>	Park City, UT	5/2/2015
<p>April 7, 2015 Executive Board Mountain Accord Ladies and Gentlemen: I support the overall goals and efforts of Mountain Accord (MA) to develop a vision and plans for preserving the natural beauty of the central Wasatch area, while enhancing recreational usage for both front- and back-side residents, as well as for the increasing number of visitors. Thank you for allowing me to provide some input. I have reviewed many of the documents, reports, and comments available through the MA website, and my wife and I attended the MA meeting at the PC high school on 2/24/15. I do have major concerns about the transportation aspects of the proposed blueprint. I believe that my background includes substantial experiences that guide me in assessing some of these issues. I grew up in northern Italy, and train/bus travel has been part of my life until I came to the US in the late 60s. I have visited the Alps extensively over many decades, and I am especially familiar with the Jungfrau region, Zermatt, and the Dolomites. For the past 12 years or so my wife and I have spent an increasing amount of time in the Park City area, both in winter and summer. I recently retired from my position as mathematics professor at the State Univ. of NY at Albany, and we are Park City residents as of the end of 2014. Along with most other residents of the Wasatch back, I am concerned about the increasing year-round road congestion that reaches unacceptable levels during peak times. Let me summarize my suggestions/concerns. More details are given later in this letter. 1. Create incentives/disincentives to reduce the use of private cars to move skiers, other recreational traffic, and resort employees between Kimball Junction, Quinn Jct., lodging facilities, and residences, and the ski resorts. 2. Improve and expand the free bus transportation from residential areas (including Heber valley, SLC valley, etc.) for employees of the resorts and of the general hospitality infrastructure to the various work places. 3. Separate as much as possible the ski resorts/visitor traffic in the Wasatch back from the daily routine traffic of residents, with the goal to improve everybody's experience. 4. Improve SR 248 to the level of SR 224 to facilitate improved bus/shuttle service from Kimball Jct. and Quinn Jct. to the ski resorts. 5. Do NOT create a new "corridor" between the Wasatch front and Park City via LCC, BCC, and on or more tunnels. 6. Consider opening Guardsman Pass during the winter month but ONLY to public transportation, emergency traffic, and special permit holders. Note that the majority of the MA transportation group supports some usage of Guardsman pass. 7. Do NOT build railroads into LCC and BCC. Instead, build upon the existing infrastructure and create incentives/disincentives to reduce the use of private cars to move skiers, other recreational traffic, and resort employees to the canyon resorts. 8. Develop/expand/improve a variety of bus/shuttle services (express, local, skiers, etc.) from the SLC airport and key points in SLC up the I-80 corridor to Park City and directly to the three ski resorts, as well as to the resorts in the two canyons. 9. Collaborate with Deer Valley to maximize the benefits of the proposed major expansion of DV towards US 40 and the planned gondola from the PC Old Town transportation center to Silver Lake to diminish traffic into Snow Park. If necessary, study the feasibility of a direct road connection, including a tunnel, from the NE corner of Snow Park to US 40. 10. Collaborate with an encourage/require Veil to plan for access to the PCMR base that avoids the intersections of SR 224 with Kearns Blvd. and DV Road/Empire Avenue, for example via a tunnel under the PC golf course. Discussion and More Detailed Suggestion Regarding 1, 2 and 7: For example, create large (free) parking areas easily accessible from I-80 at Kimball Jct. and from US 40 at Quinn Jct., and increase the capacity of the existing parking areas at the entrance of LCC and BCC. Set up a free efficient continuous shuttle service (vans, buses) connection these parking areas to the 3 PC ski resorts, resp. the resorts in the canyons. Such systems are in place, for example, at Vail and at Beaver Creek, and - I imagine - at many other places as well. Based on the comments I read, it appears that this approach has the overwhelming support of the residents of both Wasatch front and back. One advantage of such approach is the flexibility to meet changing demands. More restrictive measures (such as blocking private automobile traffic) could be imposed, for example, during peak holiday periods, or during/after snow storms, and special permits could be issued to canyon residents and upon other demonstrated needed. Light rail system in the valley could be expanded to the parking areas at the entrance of the canyons.</p>	Park City, UT 15a	4/7/2015

In addition, in order to discourage private automobile traffic, one could impose a parking fee (e.g., a \$25-\$30 daily charge) at the various ski resorts. Residents of Summit County could be offered reduced (or even free) parking rates at the PC ski resorts, in analogy to the existing reduction in property taxes for such residents. Similar reductions could be offered to residents of the canyon areas at the respective resorts.

Assuming improvements to the public transportation as suggesting in 2.), the resorts and other employers could offer a variety of incentives to their employees to use the available free public transportation.

Regarding 5, 6, and 7: The MA blueprint seems to focus on solving transportation problems with rail transportation through LCC and BCC, including a tunnel to Park City. Not only would this be enormously expensive, but it ignores history and the existing reality. The extensive mountain railroad network in Switzerland was developed primarily in the late 1800s – early 1900s at a time when there were hardly any cars and labor was cheap. It continues to function well because it is connected to vast national and international railroad networks, and it is supported by a public that is used to rely on public transportation, even to the level of banning or severely limiting car traffic, for example in Zermatt (no automobiles allowed in Zermatt) and on many mountain roads. In contrast, transportation in the Central Wasatch, as in most of the US, has centered around building roads and using private cars and buses. It therefore would make much more sense to capitalize on the existing road infrastructure, improve and protect it (from avalanches, etc.) as needed, and, most importantly, work towards shifting traffic on such roads from private cars to shared transportation based on vans, buses, park-and-ride systems, etc. While some steps in this direction have already been taken, much more can and needs to be done, at a fraction of the cost of the proposed railroads.

In particular, I do not support creating a new “corridor” to Park City through LCC, regardless of the mode of transportation. The required tunnels would be very costly major engineering/construction projects. Such new corridor would have unpredictable consequences for PC and the Wasatch back, and it could drastically change the unique character of Park City, turning it into something like an extension/suburb of communities on the Wasatch front. Again, the vast majority of the comments I read express concerns and oppose creating such a corridor. What really are the expected benefits of such connection to justify its huge costs and potential negative impact? I did not hear any clear, convincing answers at the 2/24 meeting in PC, and the Mountain Accord website does not provide much clarifications either, except for viewing it as a marketing tool to attract more visitors to the area. As noted by a teacher at the 2/24 meeting, her eighth grade students immediately realized that such a connection would make the SLC-Park city trip much longer for most people than the trip through the existing I-80 corridor. Visitors coming from the south via Provo are already able to use the Provo canyon corridor to reach the Wasatch back. They would benefit from shuttle service from Quinn’s Jct. to the resorts. So it is difficult to see how the proposed new corridor would have significant impact on the overall traffic pattern of the central Wasatch region. In any case, a major change such as the proposed new corridor would require the overwhelming support of the residents of all the communities that are affected, and based on the available information there is little evidence of such support. Furthermore, given that the connection between PCMR and Canyons will soon be implemented by Vail Resorts, I believe that it would be prudent to carefully study the impact this venture will have on the residents of the Wasatch back, on the expected increase in visitors, and on the overall recreational experience that goes well beyond skiing activities, before making plans for further new “connections”.

One potential benefit of such a corridor that has been mentioned is that residents and visitors of Park City would be able to access the ski resorts on the front more readily. Aren’t we just talking about a very small subset of the population of the area? What evidence/data is there to back up claims of potential significant major demand for such access to warrant even considering creating a new corridor? Visitors that come to PC (typically for a week) have plenty of opportunities for skiing in the PC area. If they choose to ski one or two days at the front resorts, the trip along I–80 and I-215 to connect to public transportation up the canyons is not that big of a burden. The trip would take about an hour – not that Denver residents commute two hours and more each way (assuming smooth traffic) to ski in Breckenridge, Copper Mtn., Vail, etc. Visitors to the central Wasatch that prefer skiing in the canyons can lodge there or in the SLC valley, which would give them even more flexibility.

In any case, there is another option that could be considered at much lower cost than a tunnel through the Wasatch to satisfy that kind of demand. I would suggest that a reasonable step would be to open Guardsman Pass in winter, but only to public transportation (vans, buses, etc.), emergency vehicles/evacuation, and special permits issued upon demonstrated needs. (To be clear: I definitely do NOT support opening Guardsman Pass to general traffic in winter!) Such restrictions are common in mountain areas in Switzerland. Numerous mountain roads are accessible only to the public bus service operated by the postal service (“Postbus”) and to residents along those roads. One particularly relevant example is the village of Grindelwald under the Eiger, one of the gateways to the Jungfrau region. Grindelwald lies at the end of a valley and is the final stop for the general vehicular traffic. Year round only the public buses are allowed to use the road past Grindelwald over the Grosse Scheidegg Pass that connects to the town of Meiringen in the adjacent valley (a major transit route). While according to UTOD it would not be cost-effective to keep Guardsman Pass open in winter, it surely would be a bargain compared to the cost of a tunnel and building a railroad up LCC! Furthermore, users of this kind of service would pay for it and contributed to cover costs. Another advantage would be that public transportation service over Guardsman Pas could easily be adjusted to meet changing demand. First of all, this could be implemented on very short notice. If one or two trial years show that there is not sufficient demand to warrant the expense of keeping the road open, one could readily revert to the current winter closure, without having wasted any large amount of money. If demand is high, one could readily add more shuttle or buses to meet that demand. (Note: I am puzzled by the decision of the MA transportation system group to eliminate opening Guardsman Pass to year-round use from further consideration. As documented in the summary of the 10/29/2014 meeting of that group, that decision was made against the wishes of the majority. A total of 51% disagreed with eliminating this option, while, at best, only 39% concurred! What really is driving that decision?)

Regarding 4: It seems that MA (as stated in “Mountain Accord Transportation Corridor Purposes and Alternatives”) proposes to drop “Bus in Mixed Traffic on SR-224 from Park City to Kimball Junction (I-80) and on SR-248 from Park City to Quinn’s Junction (US40)” as well as “Bus in Managed Lane on both routes” from further consideration. A key reason given is that “Large segments in both routes have just one traffic lane in each direction.” This statement is factually wrong regarding SR-224! SR-224 from Kimball Jct. into PC, has TWO lanes in each direction all the way, plus a center (turning) lane and two auxiliary bus lanes on each shoulder that are, in fact, already in use during peak times. Improvements to SR-248 up to the level of SR-224, as well as efforts to reduce private automobile traffic (as mentioned above) along these routes would seem to make extensive fast bus/van traffic along both routes quite feasible.

Regarding 8: As for access to PC and SLC, I believe that the I-80 corridor is the preferred way to go for the foreseeable future., I support MA’s vision to consider express bus service, directly from the airport to PC, and via more “local” service with appropriate stops. It is important that visitors are provided such convenient efficient service to reach PC right from the airport, so as to avoid the need for them to rent a car. Once visitors have rented a car, it becomes very difficult to discourage them from using it! During the winter months, one could add express buses in the morning hours from a suitable central location in SLC directly to the various ski resorts in PC (and, of course, also to the LCC and BCC resorts) with reverse service in late afternoon.

Regarding 3, 9, 10: The obviously most challenging area are the two intersections on SR-224 in Kimball Junction, the SR-224 – Kearns Blvd. intersection, and the Park Avenue – Deer Valley Rd./Empire Avenue intersection. These are difficult and complex problems that will require the ski resorts, it still is unrealistic to expect all private vehicle traffic to stop. Continuing visitor traffic and the new shuttle service should not be hindered by the unavoidable local residents’ traffic, and vice-versa.

Bold and creative thinking is necessary in order to address these problem areas. That includes studying over/under passes, elevated highway, or even a tunnel under Kimball Jct., in order to facilitate traffic on SR-224 through the two intersections in Kimball Jct. I recently visited Santa Barbara, CA and was pleasantly surprised to see how elegantly and with minimal visual impact the recent diversion and reconstruction of the US-101 freeway through the center of town has greatly improved through traffic, while local traffic between town and the water front is well served by several key underpasses.

Regarding the other two bottlenecks, one should consider rerouting traffic to and from DV and PCMR. Both resorts should contribute to necessary investments. DV’s planned expansions already have the potential to significantly reduce traffic into Snow Park. Furthermore, a direct road connection from the NE corner of Snow Park to Rt. 40 via a tunnel could be considered after one evaluates the impact of the currently proposed expansions. On the other hand, the imminent gondola connection between PCMR and Canyons – marketed as resulting in the largest ski area in the US – would most likely add more traffic/congestion to these bottlenecks. How about encouraging (or requiring) PCMR/Vail to invest into comparable infrastructure improvements with the goal to significantly lessen traffic congestion to the base of PCMR? A tunnel under the PC golf course, beginning where SR-224 starts turning east before Kearns Blvd, and leading directly to the PCMR parking area without any intersections would seem to be a possibility. For northbound traffic the tunnel could extend under SR-224 and merge with that route from the eastern side, without any traffic lights between PCMR and Thayne Canyon Drive. In contrast to other tunnel projects contemplated by the MA, this particular tunnel is much shorter and could be built at much lower cost by excavating from the surface, temporarily cutting through the gold course. As far as I can tell, no buildings are in the way, so that the main potential obstacles would just be existing water/drainage systems and a few trees that would be relocated. Open access from the surface would make it much simpler to deal with such problems; it would facilitate and speed up construction, and thereby bring costs and impact to the community down to a manageable level.

To summarize my comments, I find MA’s transportation blueprint misguided and falling short in addressing the most critical transportation problems in the Wasatch back.

Again, thank you for allowing me to provide some input and comments in support of planning for the future for the benefit of all that love the Central Wasatch region.

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Payson, UT	4/28/2015
<p>I have been visiting Utah in winter for at least 15 years. Our group usually rents a house in Sandy, with one exception 2 years ago when we stayed in Draper. Skiing in Utah is simply the best. I skied in both Cottonwood canyons, Park City, The Canyons, Deer Valley, The Snowbasin, Powder Mountain and Sundance. I read about this plan to connect both sides of the Wasatch mountain range for the first time about 3 years ago. I thought it was a fabulous idea then and I certainly have not changed my mind. To connect several ski areas with chairlifts gives each skier more options whether one follows the sun, wind, crowds or snow. Having skied in Whistler many times I know how both individuals and families now enjoy the opportunity to use the Peak-To-Peak gondola in Whistler and ski both the Whistler Mountain and the Blackcomb Mountain. So you have my vote - One Wasatch Concept is a wonderful idea and I hope I will enjoy the end result before I am too decrepit to ski. But please hurry - I am 65 years old. Sincerely, Joseph Zahradnik, Peterborough, ON, Canada</p>	Peterborough, ON	
<p>Mountain Accord Planners 375 West 200 South, Suite 275 Salt Lake City, UT 84101</p> <p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Pleasant Grove, UT	4/28/2015

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<p>Public Feedback on Mountain Accord Blueprint:</p> <p>Overall I think that Mountain Accord should continue it's plans to interconnect the Central Wasatch Ski Resorts via busses, lite rails, tunnels, and one Ariel lift. As a Recreation Management Major I can see how this new change will positively impact my job out look in Utah. Along with great economic and new recreation benefits Parleys, Little, and Big Cottonwood Canyon have become crowd with traffic from commuters and tourists. Due to the increasing inversion problems in the Salt Lake Valley, developing more public transit for these areas could reduce our carbon footprint and create a positive change for the environment.</p> <p>However, I'm hesitant to support developing access via ski trails and traditional chair lifts due to the impact on the backcountry skiing industry and possible damage to the watersheds in that area. Until an official Environmental Impact Statement has been released I can't fully support your mitigation strategies. Additionally I'm a lover of both resort skiing and backcountry skiing and I don't feel we should let one or the other die. Although you have proposed protecting highly valued backcountry areas for backcountry users, I'm unconvinced as to how this balance will work. The Wasatch's backcountry is sensitive avalanche terrain especially in Little Cottonwood Canyon. If you connect trails to different resorts these areas now have to be patrolled and controlled, to provide safe in bound skiing. What will stop resort skiers from going out of bounds if they see a backcountry skier heading up to an adjacent backcountry section of the Wasatch? If you bomb one area of the mountain for avalanche control will this affect the snow in other areas that aren't in bounds and ruin the experience of backcountry skiing? I see these elements as a potential problem for having resort terrain and trails intermingling with backcountry areas that aren't controlled. Educating all resort skiers on the dangers of going out of bounds would have to emphasized a lot more if this element of blueprint was go through.</p> <p>Thank you for your time and listening ears!</p>	Rexburg, ID	3/30/2015

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<p>One Wasatch will make Utah skiing even more remarkable than it already is.</p> <p>To the Mountain Accord Stakeholders - First things first. I greatly appreciate the Mountain Accord process in that it has managed to get the majority of stakeholders to the table while allowing for public participation and comment. We're all in this room because we are hopeful for the future. I do feel that the four focus groups of environment, recreation, transportation, and commerce are the key groupings here and believe that they needn't always be in direct competition with one another. Rather, I'd argue that recreation, transportation, and commerce exist because of the breath-taking beauty and opportunities within the natural environment - and in that way I feel that protecting and preserving the environment and aesthetics is central to the existence (much less flourishing) of the other three. To be clear - recreation, commerce, and development is present because of the Wasatch Range - and transportation corridors are there in support of those. Water quality and the the natural beauty of the mountains is never enhanced by progress, it is only diminished. With that said, my arguments below are three-fold - Development - if any - should remain concentrated within the rough footprint of the existing bases of the mountain resorts. This reflects current ideas of urban planning (the idea of concentrated human habitation and business with broad reaches of open space.) Ski area (lift use) numbers demonstrate little to no growth in winter while backcountry use numbers are growing exponentially. The ski areas as they are now can accommodate current and future numbers without further incursion into the mountains. I would also comment that the mountain resorts here are quite good - but the real gem of the Wasatch is the world class backcountry. The Wasatch backcountry is truly in a league of its own with unparalleled ease of access to amazing terrain and 500"/snow/yr. Transportation - Transportation is the elephant in the room. The current one-person/one-vehicle paradigm is unsustainable. I support a rapid transit system complete with avalanche sheds going up both Big and Little Cottonwood Canyons as well as up Parley's to Park City. Strong disincentives should be in place for personal vehicles and not limited to simple financial disincentives. I strongly do not support a tunnel connecting Little/Big/Park City. The tunnel may test as convenient but at a significant aesthetic and monetary cost. I would rather see the rail system along the east bench of SLC connecting PC and Alta/Brighton than tunneling through the mountains. Environment - With a thirsty population estimated to double in the next 40 years, the watershed should remain inviolate. That said, valley water consumption should become more efficient - and despite not being part of the Mountain Accord Process - should be integral to the long term planning for the future. Thank you -</p>	Rydal, PA Salt Lake City, UT	5/1/2015 3/17/2015
<p>Hello,</p> <p>I think Mountain Accord is doing a great service for our outdoor community. I feel very fortunate that people like you are taking the time and effort to work with a variety of people with with multiple interests to open a dialog regarding the future of the Wasatch. This is so important.</p> <p>That being said, I am a little overwhelmed with all the suggestions on the table and would like to focus on one topic in particular....traffic in the canyons. I feel strongly that there are often too many cars driving up and down as well as trail head parking lots overflowed. This traffic is not only dangerous on high avalanche days but is also a real nuisance when people need to get to where they want to go.</p> <p>I like the idea of charging people who do not carpool to the ski areas (Jackson Hole Ski Area does this with parking (3 or more park for free) and it helps cut down on traffic). Perhaps a fee to drive the canyon with a financial incentive for carpooling could be an option. I would be interested in learning more about the idea of a speedy train that lives in LCC and stops at Tanner's, White Pine, Snowbird and Alta. This could run all year and be a real draw for tourists as well as locals. Europe has figured this out. Why can't we?</p> <p>Behavior change is in our future. There will always be more and more of us who want access. We need to accept this fact and start behaving accordingly if we want to have access to quality outdoor spaces or access at all.</p> <p>Thanks again for your efforts,</p>	Salt Lake City, UT	3/17/2015

<p>Realtor Snowbird Pass Holder Township Planning Commissioner Back Country Skier 23 year County Resident and Taxpayer</p> <p>I have read the Mountain Accord Blueprint as well as other assorted other online information I could find, attended the Cottonwood High School presentation and asked questions of those in attendance and last week I went down to the Salt Library and attended that presentation. I believe I have more questions than answers but these are some of my thoughts. It seems like the most pressing issue at hand is an over crowding problem in Little Cottonwood Canyon. Lots of parking on the side of the highway making for a safety problem and in climate weather leading to lost revenue to Snowbird and Alta. This problem along with a desire of all the ski resorts to expand, keep from losing any possible business and the desire of the resorts to grow their brand has lead to the Mountain Accord process. A high efficiency bus system, possible toll road and resort and canyon parking structures should be a first step. Having to pay for parking at the resorts and preventing or creatively discouraging single occupant vehicle trips should help solve the problem. What the plan really doesn't talk about is Little Cottonwood Canyon is quickly approaching its carrying capacity and efficiently getting many more recreationalist and tourists in LCC is not well advised. Environmentally and recreationally Little Cottonwood Canyon is Salt Lake County's primary asset and it can not and should not try to be more than that. It doesn't need to compete with Kennecott Copper economically or the ski markets of Colorado and California. The idea of importing skiers and riders in from tunnels, trams or trains from other access points seems like the hardest part of the plan for me to understand. Little Cottonwood Canyon has the best ski terrain, the best snow, the most scenic backdrop, it is Salt Lake County Water Shed and it has an overcrowding problem. The solution recommended is make LCC more accessible from new access point so the ski resorts can become more profitable and the Salt Lake County tax payers should pay or help pay for this. Or worse we can offload loads of the cost to Summit County in exchange for access and that Summit County can provide acres of parking so more out of state visitors can more safely travel up I-80 to Park City and then travel to Little and Big Cottonwood via tunnels and trams. Why would Snowbird and Alta want to and be willing to degrade their brand with overcrowding from Summit County? The idea floated in the blueprint is that by having multiple access points dispersion would lessen the effect of overcrowding. Not when Little and Big Cottonwood get substantially more snow and Little Cottonwood has far superior ski terrain and scenic beauty. Another issue I have a hard time getting my arms around is that is suggested that blueprint calls for some give and take. Snowbird puts into the public domain its private land holdings from Mt. Superior to the end of the Emma Ridge as well as some land west of the resort in exchange for being able to expand over towards American Fork Canyon, get more water and be able to more fully develop their base area. Alta also gives up property to get property and water rights and development ability. What does Brighton and Solitude give up? They are asking for expansion to their resorts and tax payer paid improvements to bring more business to them in exchange for what? And the unspoken deal with Summit County is that they provide money and parking in exchange for access. I am in favor of County tax payer paid parking and bus service enhancements as well as snow sheds for public safety but link Big and Little and dBig to Park City I am completely against. With a few small changes I endorse the "blawg" put out by Tom Diegel of the Wasatch Backcountry Alliance dated on March 7th where he is referred to as T-Dawg. Oh, Grizzly Gulch should be included in the land exchange with Alta.</p>	Salt Lake City, UT	3/17/2015
<p>Response to Mt Accord</p> <p>I/we feel strongest about the need to protect our resource, the Wasatch Mountains, a resource that can be shrunk and diminished by our actions but cannot grow. We must do anything and everything within our power to protect this valuable resource that contributes so much to our quality of life along the Wasatch Front.</p> <p>Given that Big and Little Cottonwood Cyns are water sources for the Wasatch Front, it is imperative that all decisions are made looking through the lens of water quality. With population growth and probable climate change, the demand for clean water is only going to grow. All construction projects create runoff and can pollute the water.</p> <p>I support the proposed land swaps that would preserve more than 2,000 acres. But those acres must be protected from future development-lift placement, ski runs etc that would pose a threat to water quality and the habitat of birds and animals.</p> <p>The Mountain Accord proposed Central Wasatch Blueprint states under the heading of Environment: Land and water protections safeguard the natural resources that sustain life. Key Actions to support this system are: *Preserve land, protect watersheds and water resources; *Monitor environmental health; and * Protect and restore the environment</p> <p>I think that every decision that is made regarding the Mountain Accord Blueprint needs to be made with those key environmental actions in mind. We need to preserve this extraordinary resource for water quality, and for the wellbeing of the birds and animals that inhabit these wild places.</p> <p>Comments about Transportation:</p> <p>Winter use: If we had an efficient, inexpensive, convenient public transit system in the canyons, fewer people would drive their private cars. (Aspen and Jackson have free bus service to their ski areas). Yosemite and Zion National Parks have free bus services that serve all visitors. How do they make it work? A train isn't the solution. The train proposal is only for Little Cottonwood Canyon; what about Big Cottonwood Canyon? Run buses every 15-20 minutes up both Little and Big Cottonwood Cyns. Some could be express buses, others could stop at backcountry trainheads. Charge a toll to drive private cars in the canyons to incentivize and help fund public transportation. Perhaps charge for parking in the canyon. This could be done by the technology that scans license plates. Parking in the valley: There are large parking lots near the mouths of the canyons that are nearly empty on weekends and holidays. Could some sort of agreement be made with those businesses for those lots to be used by winter enthusiasts? The present design of the ski bus routes doesn't meet the need of most/many users. I don't think many bus riders use Trax to access the buses. There needs to be more service between Big and Little Cottonwood Cyns. The advantage of a bus fleet is that schedules and routes can be changed whereas a train offers less flexibility. A present day round trip fare of \$9.00 per person is prohibitive.</p> <p>I don't understand the rationale for tunnels between Park City and Brighton and Brighton and Alta. I'm not aware of a huge pressure to connect those areas directly. Do we really want to funnel more users from Park City into the Cottonwood Canyons? I recently learned that a land owner has a large piece of land for sale near the mouth of Little Cottonwood Canyon. He has tried to engage the county in a dialogue to purchase the land. Such land might make a good transportation hub. It will take considerable will and cooperation for the city, county, state and private interests to put this plan in place. I hope there is that commitment to the well being and future of our Wasatch Mountains.</p>	Salt Lake City, UT	3/18/2015
<p>The purpose of this email is to give you my general comments re the proposed plan.</p> <ol style="list-style-type: none"> <li>1. I am not in favor of any public-private land swaps unless the parcels received by the public entities are placed in wilderness designation so that they are totally protected from development.</li> <li>2. I think the idea of a tunnel is a bad idea and under no circumstances should any tunnels be paid, in whole or in part, with public funds.</li> <li>3. The idea of improved public transport (whether bus or rail) is worth exploring further so long as any resulting transportation is frequent and free or has only a nominal charge to stimulate use and there are mandatory limits on auto traffic up Big and Little Cottonwood Canyons and the private development does not increase auto travel or auto parking in the canyons.</li> </ol>	Salt Lake City, UT	3/18/2015

<p>I too live in the Salt Lake valley. I am a long-time Alta &amp; Snowbird season pass holder and an avid backcountry user. I support Vic Heilwell's comments on the proposed Wilderness Accord Plan.</p> <p>Vic Heilwell: I live in Salt Lake valley and am both a Alta season pass holder and an avid back-country skier. The following are some comments on the proposed Wilderness Accord Plan:</p> <p>1. Alta Ski Lift Company Land Swap</p> <p>A. The Grizzly area (Twin Lakes Pass around to Emma) where Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to eventually develop lifts in the area. While this would be a loss to the thousands of hikers, runners and backcountry ski and snowshoers who use the area it would also have the effect of turning Silver Fork into difficult to access backcountry at best and Alta Ski Lift sidecountry at worst.</p> <p>B. The interested parties wishing for expanded development in the Alta base area are not in line with what the skiing public values in Alta. They presume that we as users wish there were more shopping, dining and man-made recreation opportunities. We like Alta the way it is: relatively undeveloped with public lands and public access for all.</p> <p>C. The swap may include all the public parking in Alta. If such a deal goes through, all users of the surrounding National Forest Land would be required to park on land and in lots owned by a private owner. It is possible that this parking eventually could either be restricted (in winter to those purchasing Alta lift tickets for example) and/or require a parking payment, summer and winter, to park and access the surrounding public lands. I strongly oppose any change that would limit public access to public lands.</p> <p>D. A land swap opens the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb.</p> <p>Currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undevelopable parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped areas should remain public in order to insure access to the surrounding public lands for future generations.</p> <p>2. Transportation:</p> <p>I believe that the best and most economical near-term solution to the transportation issues up Big and Little Cottonwood is an expanded public UTA bus system. If there were regular buses running up both canyons 7 days per week every 30 minutes, this more-convenient schedule would result in increased ridership. Furthermore, a toll booth should be set up at the mouth of each canyon and charge \$10 for each single-passenger car and \$5 for each multi-occupancy vehicle. The tolls collected should be used to subsidize the cost of these additional buses (ideally generating enough \$ so that there would be no bus far charged).</p> <p>Thank you for your consideration.</p>	Salt Lake City, UT	3/18/2015
<p>To whom it may concern,</p> <p>I've been playing fairly close attention the Mountain Accord process, and I'm happy about such a public process. I hope it's real. The skeptic in me, and I'm not alone, is worried that this a token measure to claim that the public was invited to a process designed for industry. Fundamentally, I want the wild nature of upper Little and Big Cottonwoods to stay the same, both for summer and winter use. If you spend time up on the ridges or in Grizzly Gulch you when you're in a ski resort or you're not. It's striking. The resorts are full of roads, cable lifts, all kinds of junk. Expanding that terrain would be severely detrimental and honestly, wouldn't help the ski resorts that much. The same is true for trains and tunnels. It would drastically change the entirety of Little Cottonwood, and there are much easier and cheaper solutions.</p> <p>I have some big questions about the Mountain Accord process.</p> <p>* Why are we talking about trains, tunnels, even the rapid bus services when there has been no attempt to have a serious "normal" bus service. This could be fixed tomorrow with parking lots and more bus traffic.</p> <p>* I personally have heard very few voices from the public that are in favor of trains and tunnels. This support seems only to be from the ski resorts who couldn't even pay for it without free money from the government. Why are we talking about subsidizing their industry?</p> <p>* Trains and tunnels will almost certainly use federal money. Is this appropriate and what are the odds of funding two multiple billion dollar project for a tiny industry. Why make part of our Cottonwoods plan something that may never see funding. Honestly, this makes me think it's addition is a play for funding.</p> <p>* If the ski industry is working with the Mountain Accord, why did Alta propose a lift up Grizzly Gulch AFTER that lift was removed from the most recent Mountain Accord blueprint. That seems really shady.</p> <p>I agree things must change in the canyon and I'm all in favor of good public transit and restrictions on cars. But the financial, environmental, and recreational cost for the tunnel and train options are extreme. They make no rational sense unless you are one of a few vested interests.</p> <p>The infrastructure projects that we see in the Cottonwood canyons look like they come from marketing departments, not from engineering groups. They cannot serve real transportation needs and wouldn't even be good for skiers. Few people actually use the current Snowbird-Alta connect or the Solitude-Brighton connect. What they do serve is the latest "BIGGEST", "LARGEST", "EUROPEAN-IST" ads in ski magazines.</p> <p>We cannot sell out the greatest asset that Salt Lake City has for marketing gimmicks.</p>	Salt Lake City, UT	3/19/2015
<p>Dear Committee Members,</p> <p>I feel strongly that we should not build a train tunnel through the mountains from Little Cottonwood to Park City. There's simply no need. We can save a lot of money and do much less ecological damage by creating a bus shuttle system services both Little and Big Cottonwood Canyons.</p> <p>Also, it's important that the ski areas do not over-develop. We all can get behind the trading of lands between private and public entities, but if the ski areas footprints are allowed to grow much more than they already have, we'll be diminishing the quality of the Wasatch as a whole for short term interests.</p>	Salt Lake City, UT	3/21/2015
<p>While I am generally supportive of the Mountain Accord blueprint, especially such things as a Millcreek Shuttle (dogs included?), improved trail systems, &amp; transportation involving fewer automobiles, I have a couple of concerns:</p> <p>#1 The Executive Committee is heavily weighted towards those with suspect environmental concerns (Ski Utah, UTA, SL Chamber of Commerce, Utah State Legislature (oh please!), &amp; local city governments, etc.). In my opinion many of those involved would give development the edge in most decisions. When our canyons &amp; backcountry are over-developed the land we love will be lost forever.</p> <p>#2 I strongly suspect the ski resorts would like to socialize the cost of expensive transportation systems (Little Cottonwood in particular) &amp; privatize the profits. As a former 25 year employee of Snowbird, I'm quite certain they're salivating at the thought of an ultra expensive transportation system to their doorstep that will be paid for by the public, many of whom will not use the system. Snowbird treated me extremely well during my 25 years, so this is not meant to demean them. I'm also quite confident that Alta &amp; the other resorts feel the same pure greed.</p>	Salt Lake City, UT	3/23/2015
<p>I am concerned that we our seriously delinquent in our efforts to preserve the natural beauty of these canyons that have been enjoyed by Salt Lake County residents dating back to the very first pioneers. I hope we have adequate political leadership to implement the recommendations without delay. If it hasn't already been discussed, may I suggest putting a toll on the roads in both these canyons, putting reasonable additional tax on rooms in the canyon and on ski lift tickets to help finance the construction of a rail system to serve the ski resorts? The toll rate should be at least double the cost of using existing public transportation to access the ski resorts. Obviously, there will be groups who will complain about any change you make but leaders need to be bold enough to take the heat for making the right decisions at the right time and not waiting for a mythical solution that makes everyone happy which, frankly, does not exist.</p>	Salt Lake City, UT	3/26/2015
<p>These are additional comments to be added to previous comments that I made.</p> <p>First and foremost</p> <p>NO SKI AREA EXPANSION including hotels, buildings and into Tibble Fork</p> <p>We need to have a plan for development at the mouth of each of the canyons.</p> <p>We need restrictions as to how tall and dense development will be.</p> <p>I do NOT want my tax dollars to pay for an expensive transportation system for Little Cottonwood Canyon that will get large number of people up the canyon for only a few months of ski season. This will ONLY help the two ski resorts. If they want a fancy train transportation system they should pay for it. A train would be less flexible than a bus system. You can add more buses during busy times and less buses during slow times. If we had a train it would need to go up the road and then car transportation would likely not be available to those who live in the canyon. Both a road and train would impact the environment. A special "bus" lane for speedier transportation up and down the canyon that makes taking the bus the best option.</p> <p>I would like to move towards having our beautiful mountains made into a National Monument so that my grand-kids will have beautiful mountains to enjoy and not developed mountains.</p>	Salt Lake City, UT	3/29/2015

<p>Good day and Happy Easter to all! I am writing today to address the effects I fear a train solution to Little Cottonwood Canyon transportation would wreak on the area. First, some background. I am nearing retirement age and have been, full time or part time, a patron of Alta since I was five years old. Although I live in Salt Lake City these days, I nevertheless think of Alta as my ancestral home. Full disclosure - I am also a board member on the Alta Historical Society. Alta embodies a quality increasingly rare in our modern world. It is a community, a community defined as a social unit that shares common values. Perhaps as much as that, it is a place of uncommon beauty and serenity. When I see monuments such as Mt. Superior, Devil's Castle, Hellgate, Mt. Baldy, the word that springs to mind is "majesty." It would inevitably compromise the quaint, rather stately place Alta occupies atop Little Cottonwood Canyon to make it accessible by rail, especially if an additional component of that plan were to tunnel across to Big Cottonwood Canyon. The injury to Alta's community and grandeur would be permanent and irrevocable. Not to mention spectacularly expensive. If the objective is to improve public access and relieve congestion, I suggest a bus option can easily, and much more economically, accomplish both. Specifically, I would favor an express bus lane and express bus line (in addition to a "local" option). To be most successful, the bus option ought to accompany a private automobile prohibition during defined peak activity periods. That sort of approach has demonstrably worked well in other locales historically plagued by private vehicle congestion. A bus-centric solution would preserve the Alta I know and love, and that locals and visitors alike know and love. A rail/tunnel solution could not fail to involve astronomical expense and catastrophic environmental destruction, besides destroying a key element of what makes Alta unique - its singular accessibility via U-210. Alta is not, and ought not to be, one stop on a route of several stops. It is and should remain a place of deliberate selection. Let's use and enhance the infrastructure already in place rather than introducing an entirely new, foreign and offensively intrusive mode of transport.</p>	Salt Lake City, UT	4/5/2015
<p>Good afternoon! I am very very concerned that our non-designated wilderness is gravely at risk of being irretrievably changed and damaged by development and high-impact activities. While I recognize the value of our mountain resorts, I worry that their constant expansions are eating up natural resources that we can never regain. The land doesn't just belong to us and our future generations. It is also the natural habitat and home for many species of wildlife. As development grows together, it physically cuts off wildlife migration and traffic patterns and eats up their homeland. I also worry about damage caused by high-impact activities. I go into the mountains to get away from noise and stinky air pollution, and when I am faced with ATVs and snow mobiles I have to wonder if there is any place in this state that I can get away from that annoyance and find peace. About fifteen years ago, I went back country skiing in Porter Fork of Millcreek Canyon one day. I had skinned up to the base of the west face of Gobbler's Knob with my dog, when I watched a Wasatch Powderbirds helicopter drop off a group of people atop Gobbler's. That was noisy and annoying, but it was nothing compared to what came next. Mother nature had dumped a couple feet of snow the night before, and the trees were loaded. The helicopter pilot flew down into the wilderness zone (a big fat no-no) and buzzed a tree, not realizing that my dog and I were below it. The helicopter dropped enough snow on us to leave me waist deep and my dog completely buried. No one should ever have to have that experience after hiking in the back country for hours to get away from noise and people. I can not express enough my fear that the powers that be in Utah are too friendly to developers and can only see value in dollars. My health, both physical and mental, are built and maintained in our mountains. I may not buy a lot of lift tickets (though I do buy half a dozen most years), but I spend plenty in our local stores on equipment and clothing for skiing, climbing, hiking and biking. Please consider the beauty of natural resources when putting together OUR plan for the future.</p>	Salt Lake City, UT	4/8/2015
<p>Without dollar cost ranges it is next to impossible to evaluate vague benefits like enhancing and diversifying the Park City economy. The staggering expense and unavoidable environmental impact of connecting the Cottonwoods and Park City by tunnel are not even acknowledged let alone estimated. The ski areas once again appear to be the primary beneficiaries of this "three-canyons in a day" scheme. In view of rising temperatures and declining snowpack it would seem to be entirely appropriate for the ski areas to absorb or guarantee the costs of any tunnel system. The seasonal adjustability of express bus solutions seems to go unnoticed. Thank you.</p>	Salt Lake City, UT	4/8/2015
<p>Hi and congratulations for working out this plan. I commend everyone who has worked so hard to make this proposal a reality. As a climber and backcountry skier, I am in strong support of preserving and protecting acreage in the Wasatch. One of the most beautiful places in these mountains I grew up with is the Big Willow Conservation Area up Big Cottonwood Canyon, across from Solitude ski resort. Oddly, I only discovered it a year ago, as I usually have gone there in winter and so never saw the stone marker sign at the bottom of the trail. Knowing that this sweet piece of wilderness is protected forever gives it a special, pristine feeling — unlike many easily accessible areas of the Wasatch. It is vital to our wholeness as human beings that we have access to wild nature. We are very lucky to live so close to wildness, and as our population grows, preserving and protecting as much of these mountains as possible is very, very important to me.</p>	Salt Lake City, UT	4/13/2015
<p>I have previously sent in some comments on the Mountain Accord proposal, but with further thought I have some more ideas. I would like to see changes to the canyon access happen in small steps. I realize there is a great deal of traffic congestion in the winter, especially on weekends. What I would like to see is similar to what has been in practice in Zion Park. Clean busses transporting people during the ski season. We should consider large parking structures at the base of each of the Cottonwood canyons, and greatly enhanced bus service in the canyons as well as in the valley to get to the canyons. Our valley could use better bus service in the valley as it is. Widening the canyon roads, even by one lane, would be expensive, and cause unknown environmental impact. Erosion, avalanche danger. I have lived in Salt Lake Valley since 1976, and have always appreciated the open space and relative calm of the canyons here. They are a gift to the state to all tourists. The only benefactors of wider roads, or a train, are the ski areas. These canyons offer year round benefit to our state, not just during the ski season.</p>	Salt Lake City, UT	4/13/2015
<p>I notice that the proposed blueprint makes no mention of climate change. The average temperature in our area has trended significantly warmer over the last 50 years and the main prediction is that this trend will continue for the foreseeable future. This has several implications: 1) The "virtual reservoir" of snow in the mountains that we have used for over a century will shrink as more precipitation falls as rain. Our first priority must be to find a way to replace this reservoir with some kind of engineered reservoir. This may be tricky because the Wasatch Fault makes the likely locations difficult, for example the Lower Bells Canyon Reservoir straddles the fault and had to be drained as a result. The estimated consequence of a major earthquake include the rupture of Mountain Dell Dam with major loss of life. Most of the possible locations below the mouths of the canyons have been subdivided so land acquisition will be difficult. We need to start working this problem now so we will be ready for less snow and more rain. 2) The Summit County ski resorts had major problems with the warm dry winter just past, and will probably cease operation in the next 20 years. That won't make much difference economically to Summit County since it has become a bedroom suburb of Salt Lake, but it doesn't make sense to invest public funds in anything that relies on continued skiing there. 3) The ski resorts in the Cottonwoods will stop being viable somewhere around mid-century. During the winter of 2013-14 there were several days of rain up to the 9000 foot level. Over the next few years there will be an increasing number of such days, and the snow line will go higher. Coveted powder days will be replaced by rain days when nobody wants to ski. As the probability of this goes up the viability of the business goes down. We have seen this in the Sierras this winter. The temperature in the future will go up and down but the trend is predicted to continue up. For this reason it makes no sense to invest public money in any permanent mass transit infrastructure in the Cottonwoods. I think we need to back up and rework the Mountain Accord process around the climate we expect to have during this century.</p>	Salt Lake City, UT	4/14/2015
<p>The last thing our mountains need are more ski lifts, roller coasters, mountain top restaurants and condos. The Wasatch Mountains are for everyone to enjoy all year round. We do not need Vail Corp and Talisker to gate it off and profit from it. Not to mention the 600,000 people who rely on those mountains for clean drinking water. Drive the developers out and listen to the people.</p>	Salt Lake City, UT	4/14/2015
<p>To: Mountain Accord Mountain Accord Blueprint is Bad for the Rest of Us Skiers bring in the money. They come to Salt Lake on airplanes, rent cars, buy food in restaurants, rent skis, buy lift tickets, stay in hotels, etcetera. So it's easy to see why the mountain accord would benefit the ski industry. But Salt Lake isn't just skiers. We are also climbers, hikers, cyclists, runners, photographers, and many other types of outdoor recreationists. The Mountain Accord plans to put a loud obnoxious train up Little Cottonwood Canyon. But these canyons already have two-lane highways. And the train wouldn't help anyone but resort skiers. Maybe if the train stopped at all the trailheads, that might work. If I could hop on public transit with my backpack and go for a hike from one of the train stops. Or if we replaced the road with the train. If the road was closed and people were forced to use the train it would reduce environmental impact and eliminate traffic problems. Maybe if it was to make a stop at the many picnic areas, climbing crags, backcountry ski areas, and other popular parking lots for dispersed recreation, that could work. But since it isn't, I don't see how it will cut down on traffic in the canyons. If I want to go for a hike to Lake Blanche, from the trailhead at the S-curves in Big Cottonwood, and I want to ride the sexy new train, I would have to ride the train up Little Cottonwood, through the mountain to Brighton, and take a shuttle bus down from Brighton to the trailhead. That would take hours. Who is going to do that? No one who has a car will go through the trouble, we're still going to drive. So when the Mountain Accord claims that development will be good for recreation, it seems to me they are only talking about one type of recreation, the type of recreation that brings in dollars. Sure, having a train system that runs through a mountain would be a tourist attraction and bring more people to ski but what does it do for the rest of us? It will cost nine billion dollars, but it will benefit big business, not you and me. Another thing to remember is that the snow is not what it used to be. As the planet heats up, so does the Wasatch snow pack. According to Secrets of the Greatest Snow on Earth, a book about the snow in the Wasatch by meteorologist Jim Steenburgh, climate change will affect the snow more and more in the coming decades. As much as 40 percent of the snow that currently falls at 7000 feet will become rain. Is nine billion dollars in development worth it after reviewing these facts? What would be better is more parking spaces in the valley park and rides, and closing the canyons to private vehicles during peak traffic days, similar to that employed at Zion National Park. This would mitigate traffic problems and cut down on emissions. It would also cut down on traffic accidents in the canyons which are often fatal due to the steep drop-off. This would be a cheaper, easier option, and would still fix the main issues. Let's not be tricked by a marketing ploy. Trains up mountains are awesome, they are sexy, cool and everything else. But if nine billion dollars in taxes is what it takes to build this train, we should look at other options.</p>	Salt Lake City, UT	4/14/2015
<p>I am strongly in support of wilderness areas, limiting the future expansion of ski resorts and protecting the watershed in the Wasatch Mountains. Water (including loss of snowpack) and other climate change related impacts are critical issues in the region and will be even more critical in the future. Wildlife habitat must be expanded, not reduced.</p>	Salt Lake City, UT	4/15/2015
<p>I am against the further development of the mountains around the Salt Lake valley because I feel we need to protect what is left of the area for the sake of the watershed as well as for the environment.</p>	Salt Lake City, UT	4/17/2015

<p>Dear Mountain Accord folks,</p> <p>As respects the central Wasatch, please register my strong support for the following:</p> <ol style="list-style-type: none"> <li>1. Keep in mind that the central Wasatch is very, very small. Any comparison by development interests that the Wasatch is similar to the European Alps is 100% bogus.</li> <li>2. Keep the ski resorts within their current boundaries</li> <li>3. No land trades between the resorts and the Forest Service. If these land trades take place, the end result will be a larger resort base footprint, density and more condos, all of which are inappropriate for the very small Cottonwood Canyons.</li> <li>4. Emphasize non-motorized, non-resort recreation -- hiking, walking, snowshoeing, backcountry skiing, picnicking.</li> <li>5. Do not expand mountain biking terrain anywhere outside of the resorts. I am an avid mountain biker, but am smart enough to recognize that hikers and bikers are incompatible.</li> <li>6. Do not allow any interconnect schemes -- they serve only resort marketing and will have zero impact on actually transporting canyon users, due to the cost of lift tickets and low capacity of lifts and trams to move people around.</li> <li>7. Transportation solutions -- a very difficult situation. Trains and tunnels are unlikely to get funded. Odds are, greater use of buses is the only practical solution.</li> <li>8. And finally, things that get built or expanded -- buildings, lifts, parking lots -- are permanent with the land never to be re-claimed for wilderness, watershed, quiet, solitude.</li> </ol> <p>Thanks,</p>	Salt Lake City, UT	4/19/2015
<p>I really like the proactive BLUEBRINT that shows the areas that would potentially benefit from TRAIN, additional roads, additional access trails to efficiently spread out the crowds on the Central Wasatch area. The idea that I have heard that I like the most is making GUARDSMAN a year round accessible road. This could quickly and easily open up some traffic flow that happens in big cottonwood canyon. I would like to see a charge for Little Cottonwood canyon. This heavily traveled road is quite unique. I think to protect the area and force more people to carpool it would be helpful to have a toll gate at the bottom of the canyon. Season passes would be great for people. I really am concerned how many season pass holders will cruise up the mountain for a morning and meet friends at the resort. They should spend the extra few minutes to hop into the same car. For Park City this is a difficult one to find a solution but I would recommend a wider road heading out to 40 from the Prospector side of town. The 2 lane road just does not cut it.</p>	Salt Lake City, UT	4/20/2015
<p>I really like the proactive BLUEBRINT that shows the areas that would potentially benefit from TRAIN, additional roads, additional access trails to efficiently spread out the crowds on the Central Wasatch area. The idea that I have heard that I like the most is making GUARDSMAN a year round accessible road. This could quickly and easily open up some traffic flow that happens in big cottonwood canyon. I would like to see a charge for Little Cottonwood canyon. This heavily traveled road is quite unique. I think to protect the area and force more people to carpool it would be helpful to have a toll gate at the bottom of the canyon. Season passes would be great for people. I really am concerned how many season pass holders will cruise up the mountain for a morning and meet friends at the resort. They should spend the extra few minutes to hop into the same car. For Park City this is a difficult one to find a solution but I would recommend a wider road heading out to 40 from the Prospector side of town. The 2 lane road just does not cut it.</p> <p>Thanks,</p>	Salt Lake City, UT	4/20/2015
<p>Good day,</p> <p>The Wasatch Mountains are unique and one of my main reasons for living in Utah. While I love skiing, the resorts do not need further development. Sure, do land trades that will allow them to consolidate, but do not allow unnecessary and environmentally impactful expansions solely for the sake of development and financial gain for private resort owners. Our wild spaces so near a growing urban corridor must be preserved intact. I want my grandchildren to be able to enjoy the wilderness that so nourishes my life. Absolutely no to a tunnel! Use busses for transit. Look at Zion N.P.</p>	Salt Lake City, UT	4/22/2015
<p>I would like to comment on the proposed blueprint for the mountain accord. I am against any tunnel, or interconnect between Big and Little Cottonwood Canyon and/or Park City for these reasons:</p> <ol style="list-style-type: none"> <li>1. Taxpayer cost for resorts' benefit.</li> <li>2. Increase traffic in the canyons.</li> <li>3. Increased development in the canyon. (This cannot be reversed.)</li> </ol> <p>I support no further development of the canyon. I'm more concerned with conservation and water resources than economic development. If transportation issues are a concern, I believe that busing is a proper remedy.</p>	Salt Lake City, UT	4/22/2015
<p>have reviewed the Mt. Accord web site and the possible "blueprint" for the future of the Central Wasatch Mts; I wanted to voice my thoughts about it.</p> <p>Though I understand the need to keep the current ski areas as viable economic entities and the access to them and the rest of the canyons' resources safe and reliable, I believe the following should be the primary objectives:</p> <ul style="list-style-type: none"> <li>• Maintaining as much of the canyons in an undeveloped state as possible using private/public land swaps, concentration-of-development strategies and whatever new land designation possible to keep it undeveloped. If done thoughtfully, this would serve everyone's agenda, including the ski areas'.</li> <li>• Whatever policies are needed to assure clean water and air.</li> <li>• The design of the access to each canyon to be the minimum needed to provide a flexible system for many uses and demographics. Given the projected increase of use of all the canyons and the need to reduce in-canyon car traffic and parking, this might include more and better buses, road improvements and separate bike lanes. The enormous impact of a rail line up Little Cottonwood Canyon would eliminate it as a possibility.</li> </ul>	Salt Lake City, UT	4/22/2015
<p>To Mountain Accord Comments,</p> <p>My primary use of the central Wasatch is human powered recreation: back country skiing, cross country skiing, hiking, bicycling, etc. I have family members including young children that are NOT up to some of these activities... resort based activity is important to them. I was thrilled to see the statement that a "One Wasatch" type connection system is not considered transportation. One Wasatch would be a short sighted blight on the canyons in my opinion. I'm not 100% convinced that interconnection between the Cottonwoods and Park City is necessary, but if it is done, rail transport with tunnels is the key piece of the system. If we look 100+ years into the future... rail with tunnels is a good investment. It will provide the best dis-incentive to auto travel because of the high capacity that can be delivered at peak times and immunity to road conditions. (Have you ever tried to catch a bus at the end of the day at Snowbird?)</p> <p>Some say that no canyon interconnections will be best to preserve the backcountry experience, which is likely true. However, that doesn't serve the many who are only looking for a resort experience. As a compromise, I would eliminate the aerial transport option between Park City and Brighton as a way to restrict further highly visible intrusion (and contain costs). The low visibility of rail as compared to aerial transport is a huge plus. If you want to see a man-made contraption, stay in the city.</p> <p>In Summary: I think the proposals of the mountain accord are a vast improvement over One Wasatch. I would recommend to eliminate the aerial from Park City to Brighton, and include a rail system in Big Cottonwood.</p>	Salt Lake City, UT	4/23/2015
<p>I think that the mountain accord does have some merits, in the conservation, and protection side, I also understand some land must be lost to gain land to protect. As a person who prefers dispersed recreation I would like to see that protected.</p> <p>The biggest issue I have is the proposed transit systems. I feel that tunnels and tram connecting the resorts is unneeded, especially at me johnny tax payers expense. Both the more roads, or lite rail are foolish in my view, and would not bring enough revenue to offset the costs, and would only benefit the resorts.</p> <p>-A Salt Lake City Utahn.</p>	Salt Lake City, UT	4/23/2015
<p>To Mountain Accord Comments,</p> <p>My primary use of the central Wasatch is human powered recreation: back country skiing, cross country skiing, hiking, bicycling, etc. I have family members including young children that are NOT up to some of these activities... resort based activity is important to them. I was thrilled to see the statement that a "One Wasatch" type connection system is not considered transportation. One Wasatch would be a short sighted blight on the canyons in my opinion. I'm not 100% convinced that interconnection between the Cottonwoods and Park City is necessary, but if it is done, rail transport with tunnels is the key piece of the system. If we look 100+ years into the future... rail with tunnels is a good investment. It will provide the best dis-incentive to auto travel because of the high capacity that can be delivered at peak times and immunity to road conditions. (Have you ever tried to catch a bus at the end of the day at Snowbird?)</p> <p>Some say that no canyon interconnections will be best to preserve the backcountry experience, which is likely true. However, that doesn't serve the many who are only looking for a resort experience. As a compromise, I would eliminate the aerial transport option between Park City and Brighton as a way to restrict further highly visible intrusion (and contain costs). The low visibility of rail as compared to aerial transport is a huge plus. If you want to see a man-made contraption, stay in the city.</p> <p>In Summary: I think the proposals of the mountain accord are a vast improvement over One Wasatch. I would recommend to eliminate the aerial from Park City to Brighton, and include a rail system in Big Cottonwood.</p>	Salt Lake City, UT	4/23/2015

<p>Dear Mountain Accord Executive Board:</p> <p>Mountain Accord is a great idea but it must be done with definite priorities some of which have already been determined by the group concerned with its final outcome. The most important priorities are the protection of the watershed, riparian areas, aquifers, wildlife and habitats, protection of flora, prevention of deforestation, and the scenic beauty of the mountains. All this must be accomplished while offering controlled recreational opportunities and limited development. In addition, laws and ordinances already on the books from various federal, state, and local entities must be followed.</p> <p>Some of the most important decisions involve transportation. The suggestions of a rail line and aerial trams are not appropriate to achieve the goals stated above. A railway would include prolonged construction possibly over many years; destroy riparian areas in a narrow canyon; fragment the ecological infrastructure of the area; destroy wilderness area boundaries; interfere with animals trying to get water from the streams and be unsightly in a canyon atmosphere. A railroad would also occupy a great deal of land that would crowd the canyon. So would a widening of the road. The cheapest and most effective solution would be a shuttle system with parking lots situated in different parts of the city and county.</p> <p>A shuttle system that has buses that arrive often would be convenient and efficient and least costly. A shuttle could also stop at hiking areas as well as ski or summer recreational properties and businesses. Property owners in the canyons would be given a pass that would allow them to access their property. These people plus service vehicles would be the only cars allowed.</p> <p>Aerial trams take up a lot of land that would be disturbed and the towers are unsightly. They also fragment the ecosystem.</p> <p>Developmental sprawl should be avoided through land exchanges. This leads to development in special areas and the ability to create greater areas of wildness.</p> <p>I would like to see some rules made about night lighting. Too much light pollution in our canyons spoils the experience of being in the mountains. Stars cannot be seen and the circadian rhythms of the animals are detrimentally affected.</p> <p>Tunnels are a bad idea. The costs would be huge and the effort might end up changing the course of streams and our watershed. Our mountains are a web of mining tunnels filled with water containing toxic chemicals from the mining days. Some of these chemicals might end up in the watershed. Tunnels would also take a long time to build and would destroy habitat for plants and animals as well as the aquifer.</p> <p>Climate change is going to affect our mountains considerably and is already starting to do so. Snow patterns are changing in areas below 8,000 ft. with more rain falling below that line. These kind of changes must be considered in the planning. Why disturb the land in lower elevations with more ski development when it will be unnecessary because there will be no snow in a few years.</p> <p>I applaud the effort that is being made by the Mountain Accord committee. Hopefully, some regulations and laws will be developed that have the force of law behind them. This is the only way that we can preserve our beautiful mountains.</p> <p>☺</p>	Salt Lake City, UT	4/24/2015
<p>I am following the discussion about the proposed Mountain Accord with trepidation. I fear that commercial interests will carry greater weight than the interests of those of us who use the canyons. The canyons are fragile and need protection from overuse. With the population growth predicted for the Salt Lake valley, there will be extreme pressures. My hope is that the discussions will develop ideas for making transportation in the canyons (Big &amp; Little) more efficient with fewer cars and pollution. I am especially concerned about excessive development in our watershed.</p> <p>I am hoping Big &amp; Little Cottonwood will not experience the fate of other huge ski areas where the experience of open space and peaceful beauty are destroyed. Those can never be recaptured. We are so fortunate to have such beauty so close to us, and I would be very sad to see it vanish.</p>	Salt Lake City, UT	4/25/2015
<p><del>Thank you for providing a comment period.</del></p> <p>The Wasatch Mountains are a unique gift to the people of Utah.</p> <p>When decisions are made, for the future of this area, I would urge policy makers to look upon the area with great respect, seeking to preserve the beauty and wildlife habitat it offers.</p> <p>It will be important to keep development outside the canyons.</p> <p>"Improvements" and personal gain should take second place to preservation of the wildlife habitat and the ecosystem.</p> <p>Where available, federal protection and support should be encouraged.</p> <p>Encourage mass transit, without tearing up the hillsides or taking out ("improving") rocks and trees.</p> <p>Certainly, a tunnel is out of place!</p> <p>Place a high priority on education which teaches the reasons for respect of this wonderful gift of wilderness.</p> <p>For example, teach about the animals and plants therein and how people can enjoy the serenity and wonder without creating harm.</p> <p>Visitors to the state of Utah will be understanding and delighted when they learn that its citizens have taken to saving their beautiful mountains.</p> <p>Thank you for taking on this very important project.</p>	Salt Lake City, UT	4/25/2015
<p>Mt Accord Program Manager</p> <p>I have reviewed the Mt. Accord web site and the possible "blueprint" for the future of the Central Wasatch Mts; I wanted to voice my thoughts about it.</p> <p>Though I understand the need to keep the current ski areas as viable economic entities and the access to them and the rest of the canyons' resources safe and reliable, I believe the following should be the primary objectives:</p> <ul style="list-style-type: none"> <li>• Maintaining as much of the canyons in an undeveloped state as possible using private/public land swaps, concentration-of-development strategies and whatever new land designation possible to keep it undeveloped. If done thoughtfully, this would serve everyone's agenda, including the ski areas'.</li> <li>• Whatever policies are needed to assure clean water and air.</li> <li>• The design of the access to each canyon to be the minimum needed to provide a flexible system for many uses and demographics. Given the projected increase of use of all the canyons and the need to reduce in-canyon car traffic and parking, this might include more and better buses, road improvements and separate bike lanes. The enormous impact of a rail line up Little Cottonwood Canyon would eliminate it as a possibility.</li> <li>• Canyon access fees, as in Mill Creek Canyon, as an on-going source of funding for trail and campground maintenance and signage, sanitation facilities, etc.</li> </ul>	Salt Lake City, UT	4/26/2015
<p>My comments are specific to Mountain Accord Blue Print Transportation Corridor Purposes and Alternatives.</p> <p>I commend the Mountain Accord for considering the challenges of population pressure on the Wasatch Front. However, key factors about future skiing in Utah that impact its considerations are being ignored.</p> <p>Blue Print assumption. Small expansion at the Cottonwood ski resorts will increase skier days of both out of state and local skiers/boarders especially with expanded access from Park City. Parking, air pollution and convenience at issue. Tunnels, light rail, bus rapid transit, gondolas, auto disincentives are proposed transportation solutions.</p> <p>The first elephant in the room. Ski resort capacity for snow sports is limited. Yes, the mountains on peak days are overcrowded, decreasing enjoyment of the sport and increasing collision injuries. However, parking lots are only filled to capacity on weekends, holidays and the less frequent new snow days. Proposed resort expansion at Solitude and Brighton will do little to change the demand situation in the Cottonwoods. Transportation considerations A, B and C will be unnecessary for Big Cottonwood Canyon considering the cost versus the benefit. Alternative D may have some merit.</p> <p>The second elephant in the room. According to studies over the last 10 years new recruits to snow sports continues to decline, much like the golf industry.</p> <p>And the biggest elephant in the room. Reliable snow pack accumulation is likely to decrease. Global warming and subsequent pine beetle tree kills (less shade, more evaporation) will require resorts to modify base operations. Less snow, water and warm temperatures will inhibit snow making. Less snow will result in decreased demand and lost revenue unless resorts raise prices. Increased prices will deter local skiers. If this scenario materializes will the considerable costs of tunneling, rapid transit and ariel transportation to ski resorts be worth the cost? The short term beneficiaries being high income, out of state skiers, resort owners and indiscriminate tax revenue spending by the state legislature.</p> <p>Bottom line: declining skiers and snowboarders plus low volume and quality snow equates to declining demand and tax revenue, thus raising the question of why degrade the Cottonwoods by building things that will not merit the investment and insult the environment?</p> <p>Proposed Alternatives A, B and C transportation developments would also lead to collateral commercial developments.</p> <p>Therefore, Alternative D is the least intrusive to Cottonwood canyon integrity and will reduce pollution and peak parking overflow. Disincentives for vehicle travel in the canyons and mass transit incentives are key. Park and Ride accommodations will need to be expanded.</p> <p>Alternative C should be considered at a much later date when, and if, real demand materializes and not just for an advertising hook in a brochure or web page. Many European attributes have merit, but the cost of linking ski resorts needs to have meaningful justification before being adopted in Utah. Has resort linking in Canada resulted in increased skier days? Check out the facts. Study the Park City to Canyons linking experiment for a while (the facts, not the hype) as an important piece to the puzzle. ☺</p>	Salt Lake City, UT	4/26/2015
<p>I strongly oppose any plan for the Wasatch that includes a connection between Big Cottonwood Canyon, Little Cottonwood Canyon, and/or Park City. Any such connection would be grossly unnecessary, benefiting only a few, and would likely be environmentally disastrous.</p> <p>We do not need it now or in the future - there is plenty of ski terrain in each of all three locations to serve the need for winter recreation. Long term preservation of the natural resources provided by the central Wasatch Mountains is vastly more important for future generations than any short-term financial gain by developers and the ski industry.</p>	Salt Lake City, UT	4/26/2015

<p>Dear Mountain Accord, Wasatch Backcountry Alliance recently submitted a detailed comment that represents the sentiments of over 4,000 supporters, as the volunteer President of Wasatch Backcountry Alliance, the comments submitted by the organization reflect my personal opinions regarding the proposed blue print. I fully support the Mountain Accord process, however, I am very disappointed in the marketing effort that has been given to such an important endeavor. The general public has yet to be informed. With the amount of funds that have been allocated, I expected to see a publicity campaign that equals the size, scope and effort of the Mountain Accord. It is my desire that from here on forward, there will be a compelling marketing campaign to make the process and its details known to ensure that the public is fully engaged. If the Mountain Accord fails to engage the public, there cannot be an Accord. I would like to thank the Executive Board for the hard work and dedication that you have given this process. I feel that Wasatch Backcountry Alliance has been given the opportunity to be heard and I look forward for the opportunity to continue to give input throughout phase II.</p>	Salt Lake City, UT	4/27/2015
<p>I own an undeveloped lot in the Storm Mountain area of Big Cottonwood Canyon. I have not had a particular opportunity to become aware of the Mountain Accord until reading the Carroon/Silloway opinion piece in the Sunday Tribune. I certainly want all existing/possible functioning watershed and open space to be preserved. I favor development of non-motorized-vehicle biking specific and hiking specific trails that are connected, and repaired with provisions made for their maintenance. Rather than widening the road to Alta, thus encouraging more automobile traffic, I would prefer the money go toward a biking lane/trail combination that reduced biker and car exposure to each other on the existing narrow road. I would encourage the establishment of a permanent management plan allowing all parties to be at the table. Such guidance is needed to prevent commercial/residential over development of the watershed while still allowing reasonable flexibility regarding environmentally compatible development of existing private property. Specifically in Big Cottonwood Canyon, I feel properties should be allowed to develop Utah Division of Water Quality compliant drinking water systems, hook-up to the existing sewer down the canyon or have approved septic systems that do not endanger the watershed or existing water systems. I feel I am one canyon landowner who is very much in favor of the "blueprint" proposed by the Mountain Accord leaders.</p>	Salt Lake City, UT	4/27/2015
<p>I feel that the concept of pushing all of the traffic to the Wasatch back is poorly thought out. The tunnel idea is costly and achieves only to push the traffic to Park City and does not address the need for transit in the cottonwoods. Park City is already experiencing traffic issues and this would compound the issue.</p>	Salt Lake City, UT	4/28/2015
<p>April 28, 2015 Greetings, As one of the primary authors of the comments submitted by the Wasatch Backcountry Alliance (WBA), I support and endorse the WBA comments. In order to not be redundant, I submit only the following brief comments: NEPA The Mountain Accord is being conducted as a precursor to the NEPA process. Therefore it is not unreasonable to view the intent of the Mountain Accord as essentially NEPA Scoping. Funding for the Mountain Accord includes money with a likely source that includes funds provided by the State of Utah that are essentially being passed through the State from Federal sources. Based on the funding factor alone, there is likely a Federal Nexus and therefore, the Mountain Accord process in its entirety must be part of legal record as per NEPA requirements. Therefore all comments must be reviewed, addressed and responded to as per NEPA regulations. Public Involvement The Mountain Accord has failed in terms of getting the public informed and involved. Considering the large amount of funding provided, it is a surprise that more money was not allocated for an aggressive Public Relations campaign. Moving forward, the Mountain Accord must do a better job at public involvement. Ski Area Expansion I personally do not support ski area expansion in any manner. Dispersed users have been losing terrain for the last 40 years. Backcountry skier numbers and densities have been growing rapidly. There is no justification to increase the footprint of for-profit ski areas at the expense of other public lands users. In addition, ski area expansion has the potential for significant impacts to wildlife, natural habitats and the watershed health of the Central Wasatch. The impacts of ski area expansion such as increased use of sidecountry must be analyzed very rigorously. One example is Solitude's proposed expansion into Silver Fork. While encompassing only 70 acres, it provides easy "no-effort, glide-return" access, along with associated impacts to an additional 250 acres of new sidecountry in Silver Fork alone for a total impact of 320 acres.. I have attached a map detailing the area of these impacts to this letter. This is similar to the 9,990 lift at the Canyons Resort which has been shown to have verifiable impacts to dispersed public lands users on the Park City Ridgeline and Big Cottonwood Canyon. Entrenched Consultants I support and suggest that a new set of consultants be used for portions of the NEPA analysis. This will allow the project to be evaluated with a fresh set of eyes and may provide additional out-of-the-box thinking. Based on my experience with the Transportation subgroup, I feel that some of the consultants may be too close to and biased by the agencies that they have had longterm relationships with. In closing, I would like to thank the Mountain accord for allowing me to be part of the process.</p>	Salt Lake City, UT	4/28/2015
<p>I sincerely feel that the pristine state of our canyons needs to be preserved. Albion Basin and Mt. Superior are treasures for their beauty. Salt Lake cannot be shortsighted and allow development to ruin our watershed. The peace and beauty of undeveloped land is essential in my opinion for one's spiritual development and health of mind. With the creation of the Canyons, Utah now has the largest ski resort in the United States. Alta does not need to expand and keep up. <u>I hope you will stand up to the developers. Please keep Alta as pristine as it now is.</u></p>	Salt Lake City, UT	4/28/2015
<p>There have been many discussions about transportation up Big and Little Cottonwood Canyons and this is the topic I would like to address. Although trains have been a successful mode of transportation to ski areas in Europe they are outdated and too restrictive. With the advent of clean fuel vehicles and new streamlined buses the way to move forward to ease the transportation issues in Big and Little Cottonwood Canyons is to consider closing the road to private non-authorized vehicles and using a rotating bus system. If buses are run continuously with a mix of express - straight to the ski areas and tour, stopping at trail heads, this would meet everyone's needs. One issue that is constantly addressed when public transportation issues arise is parking. I suggest that transportation hubs are developed away from the mouth of the canyons. Instead they would be situated in business districts such as the Gateway, Sugarhouse, Southtowne The District, Day Break. This will not only clear congestion on the access roads to the canyons but also bring people to the businesses where the hubs are located. This would take careful planning and support from local businesses. Thank you for your time</p>	Salt Lake City, UT	4/28/2015
<p>I'll keep my comments short and sweet, as I'm sure there are many you're sorting through right now. Everyone has a claim to the backcountry... we live in a majestic place. But think about the future as you divvy up the very limited resources that we have, and balance that with what we want to hand off to generations to come. As a result, I come down on the side of protection - leave open space just that - open space. Keep pollution to a minimum - protect our watershed, protect our sound shed, and protect our land and habitats. Therefore... NO to expansion of ski resorts. Keep them all within their current boundaries. NO to a linking of ski resorts by ways of lifts or trams Economics come to the area by way of beautiful places - not by way of blight. Trams, lifts, excessive people, development = blight. But most importantly.... Our watershed protection is paramount. We live in a unique area where so much of one of our most valuable resources comes to us cheaply and easily. Don't squander that for a quick buck. The developers, resorts and "political experts" will spin it as good for the community because it brings people to our communities. But when less than 13% of the Salt Lake Valley residents ski, but 100% of them need water, let's look to the greatest good for the greatest number of people. Once the watershed protection is gone, it's gone for good. Thank you.</p>	Salt Lake City, UT	4/28/2015
<p>I am very much opposed to the idea of a tunnel between LCC and BCC. Alta has nurtured such a unique feel with its idyllic setting and down home ambiance set at the end of a box canyon. Having a train station that brings people over from PC on a daily basis would drastically change that ideal. Once it's gone—it's gone forever. Alta will never be the same, and what makes it so unique will only been seen in the black and white photos that hang at the Alta Lodge. At some point, we must recognize that the reason we all love Little Cottonwood Canyon is because it ISN'T like Vail, or places in Europe. It does not need a train through a mountain! And doesn't it seem ethically wrong to spend all this money and enormous carbon footprint in an effort to serve the top 1-2 percent of the population? That's poor stewardship if I've ever seen it. Thank you.</p>	Salt Lake City, UT	4/28/2015

<p>Hello Council members,  Thank you all, again, for your time, energy, critical analyses, and dedication to our beautiful backyards.  I attended the information meeting on the Mountain Accord on Tues., then re-read the Blueprint and other information on the Mountain Accord website. I also read the article in today's Park Record summarizing your discussion. Overall, I feel the Blueprint is too vague to support or oppose at this point. I have submitted comments on the Mountain Accord website about the plan, and I have the following comments/questions regarding its impact on Summit County specifically:  Like some of you, I feel the plans proposed in the Blueprint do not benefit Summit County in any significant way, and question whether it's worth the money and time to participate. The Blueprint addresses some transportation suggestions for getting people to/from Summit County &amp; Park City. But these ideas are already being discussed locally. The County and Park City have already paid for and conducted recent Transportation Studies. We know what our issues are, and have begun to study options to deal with them. Once people are here, the Blueprint does not address the ancillary processes of getting them to their individual destinations. Transportation is the cog that will drive the County's economy, environment, and recreation in the foreseeable future. The economic, environmental, and recreational components of the Blueprint seem geared for the Cottonwood Canyons &amp; the ski areas specifically.  I adamantly oppose a cross-mountain connection of any type other than trails between the Cottonwood Canyons and Park City/Summit County. NO TUNNELS. NO TRAMS. NO SKI LIFTS. The damage to the environment, &amp; the costs of building and maintaining these connections far exceed any economic benefit to any entity other than ski resorts. The reality of skiing from one side to the other will ultimately involve a motor vehicle for transporting luggage, gear, or other family members; or for returning to the original location at the end of the day (or night). I am very happy to hear that the Council (&amp; Park City Council) is opposed to such connections, too.  At this point, I feel the benefits to continuing to participate, at least for the short-term, are: 1. Opposition to the cross-mountain connection can be heard often, and emphatically so that it won't be ignored in future discussions 2. We might learn something about the realities of implementing some of the proposals 3. It keeps us abreast of what's being considered 4. It maintains our commitment for regional planning 5. It leaves options for bowing out in the future, 6. It allows us to develop relationships with many players that could be mutually beneficial in the future when we are faced with other issues.  My questions are: 1. Does our participation improve the ability of the County to avail itself of Federal or State funds to pay for implementation of the plan? 2. What legal authority will the plan have relative to our General Plan and Building Code? 3. What, specifically, is our "seat at the table" money being used for (up to this point &amp; for the next 3 yrs)? 4. Is it possible to commit to participate for less than 3 years, at a reduced cost to the County? 5. How are local resorts involved in the Mountain Accord discussions and solutions (other than via the blanket of SkiUtah)?  Thank you for considering my comments; and, in advance, for answering my questions.</p>	Salt Lake City, UT	4/28/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.  Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.  Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.  Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.  Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.  One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.  Have potential impacts from the following factors been fully evaluated?  *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?  *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?  Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Salt Lake City, UT	4/28/2015
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<p>Dear Fellow Constituent,</p> <p>In politics, the squeaky wheel will prevail but in most other terms, logic should prevail. We can safely state: Water will prevail, in land planning, but no one connects the dots how the environmental stress is best managed. Unlikely the way UDOT manages and upgrades the canyon highways, unlikely by long highway shoulder parking.... Environmental quality management calls for research and maybe this will be weaved into Impact Statements; however, the simplification of making canyon visitor numbers proportional to i.e. water quality impact is a rather unsophisticated answer.</p> <p>It would appear that we could look at alternatively managed watersheds in Europe for example, where exactly the same set of questions have been encountered and were "permanent land use" has been legislated well ahead of a Mountain Accord.</p> <p>It appears that for example in the Jungfrau Region, they learnt to deal with a much higher occupation of a much more limited recreation footprint without damaging the water quality, the environment and the enjoyment. It seemed to be a shining example of those that have visited the area.</p> <p>Unfortunately, one thing that is in common, the climate is out of control on the entire Globe.</p> <p>Okay, since the climate is not willing to obey man's permanent formulas of land use, we can do two things:</p> <ol style="list-style-type: none"> <li>1) Nothing.</li> <li>2) Reduce carbon footprint most effectively on the steeper highways.</li> </ol> <p>So then, keeping water quality high and carbon footprint low, suggest the use of modern transportation technology.</p> <p>The most proven such technology for an avalanche riddled canyon like the Little Cottonwood Canyon is a mountain railway. This had been said 50 years ago, repeated 30 years ago, forgotten 20 years ago (due to tunnel visions) and accepted by 75 % of respondents to good questions posed by Envision Utah 5 years ago. Will we get it right this time?</p> <p>I start seriously wondering what research could do to support decision making. There certainly is not one unified formula for transportation in our Wasatch Canyons. It would be unforgiven to ignore avalanches for example. Since snow slides are one of these items that will prevail in land use planning. Some of the decision parameters are very forceful and it is not really logical to design a unified transit system with guided buses that will do it all. Fortunately rail mass transit has been established in the valley below with much accessible parking sitting empty during peak recreation demand. If there is one advantage of mass transit it is to have common destination points, like our resorts, therefore these destinations are the most obvious to link with our quite extensive urban mass transit effort. One would think this is good for everyone, after all the Forest Service does have a mandate to manage the area in question for everyone and are (anxiously) awaiting a guideline.</p> <p>Thank you for your interest in the long term vision.</p>	Salt Lake City, UT	4/29/2015
<p>Good day,</p> <p>I'm writing to express my support on ONE Wasatch and the over-the-snow connectivity. As our population grows and tourism increases we need improved transportation options to our ski resorts.</p> <p><u>I rarely go to the resorts up Big or Little Cottonwood Canyons on a weekend in part due to the traffic issues.</u></p>	Salt Lake City, UT	4/29/2015
<p>To whom it may concern:</p> <p>I am herewith submitting comments on the Mountain Accord. Generally, I endorse the positions taken on the Accord by Friends of Alta, the Wasatch Backcountry Alliance, and Save Our Canyons. However, my stance may advance an even stronger prioritization of environmental protection in this process than even these organizations do.</p> <p>Briefly, I oppose any actions that will further commercial development or environmental deterioration of the Central Wasatch, including but not exclusively: ski resort expansions/lift extensions (such as those proposed in the Cottonwood Canyons Task Force); resort interlinking schemes of any sort (aerial tramways, lifts, tunnels, et al.); trains or other major new costly transportation infrastructure construction, including new road lanes. I also resolutely oppose any and all unnecessary natural resource exploitation – both present and proposed – such as, e.g., snowmaking by the resorts using scarce freshwater. I consider unacceptable any public financing of any projects whose primary beneficiaries would be for-profit private enterprises.</p> <p>I support any actions that will strictly protect existing open space and public lands, and increase the extent in area and strength of protection, and integrity of, such lands. As such, in the Blueprint I support the proposed permanent protection of the Emma-Superior ridgeline, and the 250 acres near Guardsman Pass. However, I believe the Accord falls far short of, and needs to go much further in, advancing such protections. Regarding transportation options, I strongly endorse, instead of a train or other schemes requiring major construction and public expense (including new lanes), an enhanced bus service, perhaps including a Bus Rapid Transit (BRT) system up the canyons that is designed in a way to both incentivize use and dis-incentivize private automobile use, and is comprised of an alternatively-powered bus fleet (e.g., hybrid-electric).</p> <p>I believe protection of wildlife habitat and watershed/ecosystem integrity should be the paramount principles guiding the future of the Central Wasatch. Accordingly, I argue that the four focal areas identified in the Blueprint should not be considered equally important or given equal weight, but should be ranked, with environment being the highest-ranking, and the others being subordinate to that, and indeed having to satisfy the criterion of non-harm/non-violation of the environment before being considered. As such, the stated goals under the 'Economy' section to "Generate sustainable economic growth" and "Ensure the tourism market is competitive now and into the future", are, in my view, misguided. The former strikes me as a self-contradictory goal, an "impossibility theorem" in the words of ecological economist Herman Daly. Sustainability per se, or environmental protection/integrity, should be the goals, which may require even reduction of economic growth in the Central Wasatch, or at least no further growth, but certainly not more growth. The latter, as well, seems impossible to reconcile with the environmental protection imperative. I would formulate the goal differently: Tourism (or the 'tourism market'), and the quantity and quality of tourism, can occur in the Wasatch only insofar as it is compatible with no further environmental deterioration or stress. If it violates that first principle, it should not be permitted.</p> <p>Thank you for the opportunity to comment.</p>	Salt Lake City, UT	4/29/2015
<p>I support ONE Wasatch</p>	Salt Lake City, UT	4/29/2015
<p>I support One Wasatch</p>	Salt Lake City, UT	4/29/2015

<p>28 April 29, 2015  Subj: Transportation  Committee Members,  Please believe that the following proposal, though it may seem extreme, may not be without merit considering the future of travel along the east bench.  As a resident and user of the canyons, I have lived at my current resident at 74th south and 36th east for 40 years this January. I am 75 years old and retired last June, having spent 9 years as Vice President of Operations and Chief Quality Officer of a Salt Lake medical firm. In the 47 years that I have worked in the Salt Lake valley, I have travelled the east bench corridor, first for 15 years to the University of Utah, the remainder in the central valley, and have watched the addition of I-215 and increase of traffic along Wasatch and Foothill Boulevards. My wife and I have been season ticket holders at Brighton Ski Resort annually, and visit all of the other resorts at least once a year. We have seen the gridlock at the mouths of the canyons for avalanche control during rush hour. We are aware of the development surrounding Big Cottonwood's entrance, the possible addition of a shopping center and theater in the empty gravel pit, and what a nightmare of traffic there will be.  Though there are many critics of the UTA and their operations, in retrospect, you have to admit that quite awhile back, some people had a very futuristic idea of what the valley was ultimately going to need as the population spreads to fill the valley floor and every 16 year old each year gets a car.  The first rail line down the middle of the valley must have been on a "build-it-and-they-will-come" premise. You knew that the "Christmas tree" pattern that has emerged to access the rest of the valley population was only a matter of time and necessity.  OK, getting to the practical details... I believe that an east bench transportation system should be created and that it should be a monorail. Now, hear me out first. I am aware of the costs, the ADA accessible issues. But, people, think of the future. Build monorail lines up Big and Little Cottonwood canyons first. They will not need on-grade excavations, quite possibly in and of itself ruining the canyon floors. Decisions as to which side, to blast away granite, across the creek bed, avalanche sheds and tunnels?? If stanchions can be built to carry high-speed quads for skiers, they certainly can be placed up the canyon for an elevated rail system, and if necessary, cross to sides opposite avalanche areas of concern.  This is the beginning. I also believe that one day a line needs to go to Park City. Up the middle of I-80?? Never!  So please consider the model of this program: a monorail line that begins with a connection at the University of Utah TRAX line; goes up behind the university ( I believe that the BLM line is about halfway up the foothills in elevation); behind the Fort Douglas cemetery, across Emigration and behind homes south of the canyon; follows the foothills across Millcreek to I-80, connects to a monorail line set in the canyon walls to Park City; thence continues south along the foothills to Big Cottonwood and Little Cottonwood connections up each canyon; turns west to follow 98th to 94th and down to the Sandy Station, an East Bench loop.  I mean think about this. Camouflage the cars, no noise, little impact on the population, complete connection to all other transportation in the valley. The best part? You will have people traveling the world around to come and ride this! Imagine the view coming down from Park City, along the foothills to the university, the views coming down the canyons! They would be magnificent! Sure, I am daft, but I have vision for a time when I will be gone, population will be crazy, and there won't be a possibility for a do-over. It will get paid for. The ADA regs say there can be exceptions for inaccessibility. Not every stop has to be ADA accessible. Ladies and gentlemen, this is the future. Do not consider this to be a mass transit line. This is a destination rapid transit – airport to the monorail, to the ski resorts, Sandy and soccer.  Forgive the length of this letter. I just wanted you all to know that I am invested in this, that I do care, and that if we don't do this right the first time, there will never be funding later to fuss over it for corrections and piecemeal additions. Will there be objections? Pffff! I am probably objectionable. But, you wanted suggestions. There are many who can tell you what is wrong with what you want to do and never tell you how they would do it. I have spent most of my working life solving problems and organizing labor. I have learned that any obstacle you can come up with can be overcome, and the results here would be world class, if not Disney class.  Sincere 2-cents worth, ☺</p>	Salt Lake City, UT	4/29/2015
<p>Hello:  Here are a few comments re. principles used to determine the Wasatch Front area development during the coming decades:  * Certain types of recreational expansion such as the development of tunnels, single rail trains and surface lift facilities, in addition to conforming to watershed, wildlife habitat and human transportation needs should have realistic cost assessments that will be borne by private development as well as public tax dollars, and still result in affordable public access and transportation facilities. One way to contain overambitious private resort expansion in the Wasatch would be to keep the Summit County resorts linked together and the Cottonwood Canyons resorts the same way without the extraordinary cost to environment and transportation that a total connection would involve.  * It is important to emphasize that one of the biggest challenges to long term transportation planning (beyond the immediate decade or so) is avoiding current solutions that will likely become obsolete or impractical due to new innovations, technologies and fuel systems that will continue to evolve and change the possibilities for growth and practicality in the years to come. It is vital therefore that the limitations of our current technological options not create options that might not only be very costly to build and maintain now but may also become obsolete in the foreseeable future before they are even fully realized.  * Another important aspect that should be more fully explored in connection with the Wasatch Front development future is better distribution of the commercial and recreational flow into the Summit County area by an enhanced use of the I-84 corridor from Ogden to Heber, thereby creating a north/east circular flow into those areas from Salt Lake City rather than just a north/south corridor from Provo and the City via Parley's Canyon and the I-80.</p>	Salt Lake City, UT	4/29/2015
<p>I support One Wasatch</p>	Salt Lake City, UT	4/29/2015
<p>Protect the water quality at all costs.</p>	Salt Lake City, UT	4/29/2015
<p>No expansion of the ski resorts.  No additional private enterprise/housing in the canyons.  Public transportation only in the canyons - no private vehicles.  No creation of trails or any other efforts to "facilitate access." Those who want access should have to earn it/be physically up to it.</p>		
<p><del>In short, make it more wild. The Wasatch isn't developed so it there to provide anyone a money making opportunity.</del></p>		
<p>The Wasatch Mountain Range is a rare and precious resource. There is no other major urban center in the United States that has such an expanse of backcountry recreation opportunities so close to the homes of over 1 million people. To preserve this precious resource now is a critical time to permanently stop further development into areas that are currently wild. Building transportation schemes that will divide currently preserved tracts of wilderness will permanently ruin wild spaces for all future generations.</p>	Salt Lake City, UT	4/29/2015
<p>What a wonderful dream to have light rail to Park city in its own track so I would not fearful drive on a road full of double tankers barreling down the interstate. Fast, warm, internet perfect for commuting and expensive but worth it. Take a lane out of the interstate and hooray I would pay.</p>	Salt Lake City, UT	4/29/2015
<p>I would not want a link for skiers, hikers, anyone over the backcountry.  No sprawl around the resorts. Solitude most of the year is a ghost town and so is the canyons. WE need more trails, well maintained. The camgrounds are full , people use the canyons and there is no parking. We almost need a frequent bus system like Zion NP.  The backcountry skiers need more space as it becomes more popular. There are very few places for nordic skiing and we need more. Biking summer and winter if important now and any mass transit system has to accommodate bikes as well as ski and boarders.  The accord must keep our water safe and our wildlife habitat healthy.  Ski lift and resort development should not spill over into American Fork Canyon. It is a treasure and should remain that way.  Keep Guardsman closed in winter and do not allow summer homes or golf courses up there. Buy up private property if there is some up there.  Charging a small fee or a reasonable year pass for access to cottonwood canyons would be ok. Look how much better Millcreek is with the \$2 fee.  I appreciate the hours of work people have put and I hope development is very cautiously approached because once gone the beauty, peace, animals, trees, stillness cannot be replaced.</p>		
<p>My parents came to Salt Lake City in the 40's partly due to the splendors of the Wasatch Mountains and the pristine, unparalleled natural surroundings. Please, please let Mt. Accord continue to preserve these natural sanctuaries!</p>	Salt Lake City, UT	4/29/2015

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Salt Lake City, UT	4/29/2015
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<p>I do not support an interconnection between Big Cottonwood Canyon, Little Cottonwood Canyon and Park City, or any combination thereof, including tunnels. I support development of a purpose and need statement and balances the "Systems" Mountain Accord is addressing, without giving undue bias to any one element or proposal.</p>	Salt Lake City, UT	4/30/2015
<p>I appreciate the 4 aspect approach to this blueprint, and I agree with most of the actions proposed. The balance between environmental protection and economic development appears viable, and a broader, more connected trail network would be beneficial. However, I am strongly against the proposal for a rail development in Little Cottonwood Canyon connecting the mouth of the canyon with the Wasatch Back. Much like ski-link, I think this proposal will be touted as a transportation initiative, but it's real intent is to increase tourism and development in the region. I still have not seen compelling data suggesting there is a transportation demand in this area. I believe developers want to create a demand that is not currently there through this development. In addition, extensive construction on a railway in the canyon, as well as a tunnel underneath the mountain, is likely to impact the ecosystem in ways that are inconsistent with the environmental goals of this initiative. As an alternative, I propose increased bus service in the canyon along with disincentives for vehicle use, while focusing on Parley's Canyon as the primary mode connecting the Salt Lake Valley with the Wasatch Back. I am also not entirely opposed to additional lift connections between Little Cottonwood and other canyons/resorts, but I think it is clandestine and misleading to tout them as transportation initiatives in order to garner more public support.</p>	Salt Lake City, UT	4/30/2015
<p>As background: I came to Utah to work at Snowbird for the 1973-74 season and continued to work there for three more seasons. After a few years living in the Jackson Hole area I returned to Salt Lake for graduate school and have been here ever since. I have been, and continue to be, an avid user of the backcountry in both winter and summer and do use the ski resorts on a lesser basis (they are, you know, getting absurdly expensive).</p> <p>As an initial comment I am opposed to taxpayer subsidized steps that only benefit private businesses (primarily the ski resorts). The point of this accord is to protect the public and the canyons, not to subsidize a small group of businesses with a declining usage.</p> <p>Transportation:</p> <p>I am generally opposed to the idea of a fixed rail train up either of the canyons. I am in favor of optimizing the bus system, with added stops, express busses to each of the resorts and the provision of a substantial amount of additional parking at the mouths of the canyons. Snow sheds are also a viable and relatively inexpensive option. I support a fee-per-car for all vehicles using the canyons with very low or free bus fares.</p> <p>I am opposed to the idea of tunnels between LCC and BCC and between BCC and PC. These are just a silly idea. They will degrade a great deal of backcountry and their primary purpose is not the "sustainability" excuse but a taxpayer subsidized benefit for ski resorts and developers. They are not a solution to anything.</p> <p>I do support a light rail system between Park City and the Salt Lake valley.</p> <p>I think there should be a year-round bus system up BCC and LCC.</p> <p>Stops should be provided at trailheads along each of the canyons and parking should be improved at these trailheads but the number of spaces should not be substantially increased (emphasis needs to be on canyon-mouth parking).</p> <p>Ski resort benefits:</p> <p>I do support enabling the ski resorts to use more water for snow making, intelligent zoning changes for additional development within the existing boundaries (and judicious land swaps to add to these boundaries). I also am in favor of improving the avalanche mitigation techniques.</p> <p>I think that the idea of doing whatever it takes to get more people up the canyon is fundamentally misguided. The pressure of people on the watershed and back country is the primary degrading factor. Quality not quantity should be the guiding rule.</p> <p>I am opposed to a lift in Grizzly Gulch, in fact Grizzly Gulch should be afforded permanent protection.</p> <p>I have no problem with the general idea of chairlifts and development in American Fork Canyon.</p> <p>The re-alignment of the Honeycomb lift might be OK if there are no added effects on backcountry access to Silver Fork.</p> <p>I support Brighton's adoption of Hidden Canyon and increased connectivity between Brighton and Solitude in the SolBright area.</p> <p>General:</p> <p>I am in favor of protecting the Emma Ridge to Superior ridgeline from development and with the reforestation of this ridge.</p> <p>I am in favor of a trails network with a mix of mountain bike and hiking trails and a management system as well as improved road biking facilities such as wider shoulders and bike lanes.</p> <p>It is time to end helicopter skiing in the Wasatch.</p> <p>Wilderness boundaries should be modified to optimize the Bonneville Shoreline Trail.</p>	Salt Lake City, UT	4/30/2015

<p>If reducing the pressure of automobile traffic and preserving the watershed are worthy goals, it is impossible to imagine how these goals can be accomplished by digging tunnels through the mountains to connect resorts in different canyons. More roads = more cars = more pollution. A much more effective solution would be to get serious about providing convenient, frequent bus shuttles.</p> <p>If we model the future of the Wasatch on the interconnected mega-resorts of Europe, we'll get exactly what we have accomplished: the destruction anything truly natural or wild in the service of making everything convenient to access and monetizable for the already-wealthy few. <u>Utahns want and deserve better than that</u></p> <p>To Whom It May Concern,</p> <p>I simply want to state that I agree with the comments of the Wasatch Backcountry Alliance. I feel it is an integral part of our community that there is still protected wilderness available to the public and that restrictions to motorized recreation in this area protects valuable resources and provides opportunities for non-motorized recreation.</p> <p>To the Mountain Accord decisionmakers:</p> <p>I want to add my voice to the community of Wasatch Front citizens who have spoken for preserving our backyard wilderness in the Central Wasatch. Every bit of extra development incrementally whittles at the most important resource we have: irreplaceable mountain environments. I want the Mountain Accord to recommend less development and more conservation.</p> <p>Ecologists give us good reasons to block up wild habitats as much as possible, to keep them connected so predators and game herds can move freely between protected lands. With our burgeoning population, we'll need as much backcountry as possible for recreation and refuge.</p> <p>Skiing is not a growth industry. Sure, if you create extravagant mountain resorts, affluent people will come. But I believe the Wasatch offers far more as a "commons"—as a place for not-so-rich folks to camp and fish and hike and climb and ski. In the Tribune this morning, Vail Resorts reports that sales were up in this bad snow year because "marketing efforts provided a comprehensive world-class destination experience by attracting high-income guests from all over the world."</p> <p>Vail's vision of the Wasatch is a far cry from the down-home traditions of Brighton or Alta. We must stand firm for the Wasatch as a community resource, not turn it into playground for the wealthy international elite.</p> <p>Resort skiing is not a growth industry; backcountry skiing, on the other hand, is increasingly appealing to millennials.</p> <p>So, don't transform the Wasatch into a commodity for quick profits. Fight the long view. Preserve wilderness. Fight for backcountry experiences. Don't build unnecessary tunnels and trains, but do create a bus and shuttle transit system that minimizes traffic in the Cottonwood canyons.</p> <p>Climate change makes these conservative actions even more imperative. Unless we back off drastically from our burning of fossil fuels, Park City will soon have the same climate as Salt Lake City and Salt Lake will have the climate of St. George. By 2100, if we don't drop our emissions significantly, Salt Lake City will have the same number of freezing nights as Cedar Hill, Texas, and the same summer temperatures now endured in the Catalina Foothills above Tucson (according to www.climatecentral.org). Those models do not suggest mega-development to accommodate the demand for resort skiing in future years</p> <p>I believe most Utah citizens agree with me. They haven't chimed in on the Mountain Accord because they are busy, because they are not in the habit of writing letters to officials, and because the website is daunting. But they are out there—the silent majority who love the Wasatch and who want you to think of their grandchildren before turning the Wasatch into a commercialized for-profit tragedy.</p> <p><u>Thanks for your good and dedicated work on behalf of the future.</u></p>	Salt Lake City, UT	4/30/2015
<p>Dear Mountain Accord Executive Board,</p> <p>Please accept my appreciation for the hard work you folks have put in trying to bring a cohesive plan to the future interests of the Wasatch. I know it is not an easy task for there are many voices, many agendas, and many dollars to be gained or lost for some. We of the greater Salt Lake area acknowledge the value of having the mountains so close by, which permits a fantastic work-life balance. However, the wilderness areas which offer the most contrast and reprieve from city life are finite. I hope that whatever the committee decides it takes into mind that wilderness is extremely difficult to bring back. Once there is an alpine slide, restaurant, etc. it is unlikely things will return to what they were. When our vision is short-sighted we slight those who will come after us. I beg you to keep present open space open and to prevent further expansion of our already corpulent ski areas. If you want a warning, just look over the Park City ridge line into the warren of expensive and often unoccupied vacation houses... Central to all this, the conduit between canyons is Grizzly Gulch. No sustainable plan involves development of Grizzly Gulch. It is the lovely, quiet path between Canyons, a vital conduit for winter self-powered travel.</p> <p>Thank you for your time,</p>	Salt Lake City, UT	4/30/2015
<p>I cast my vote for Wilderness preservation.</p> <p>In particular restricted real estate speculation.</p> <p><u>I favor valley parking and shuttle service year-round in the canyons.</u></p> <p>There needs to be more time for public comment. I was asked for my feedback by Ski Utah yesterday. Until then I didn't have a clue what Mountain Accord was. What efforts have been made to engage the public? I'm shocked that only 1,500 people have given input (number according to Carl Fischer's article). If those numbers are accurate there has obviously been a failure to get public involvement. I am curious what efforts have been made and how they were measured for success. I am a life-long resident of Salt Lake City. I grew up here, I work here, I own property here, and I recreate in our mountains regularly. My family owns a cabin up Millcreek Canyon. In many ways these plans effect me. I'm very surprised that with as much effect as a plan like this will have on all of us, that I am just barely being asked for my comment. Please extend the public comment period. And I am happy to help provide feedback on how to get more responses from the public.</p>	Salt Lake City, UT	4/30/2015
<p><u>I would like the Wasatch Mountains preserved for my children and grandchildren.</u></p> <p>I am a resident of Salt Lake City and a frequent visitor to Little Cottonwood Canyon. I'm not originally from Utah, but moved here for the world class skiing and stayed for the community. I own a house here, and plan to raise my future children here. I take public transportation everyday to/from work. My husband and I are a one-car family. I share all of this information because I want to demonstrate that I am invested in Utah, and the Mountain Accord strategy will greatly influence my life and my community. And I am so grateful.</p> <p>I fully support the development of public transportation in our canyons. Either a gondola or a train would not only reduce carbon emissions but it would be safer and a much more pleasant experience. I understand the fear of further development and its affect on the land and the backcountry. But looking at the proposed plans, I see the planned due diligence for minimizing the environmental impact. Clearly, the team is taking this very seriously. Additionally, the environmental and health impact of more cars on the road will most likely greatly outweigh the impact of development. Our smog is making international news and will soon scare away tourists, future residents, and current residents - like me - who don't want to take years off my life by breathing pollution each winter.</p> <p>The culture of single passenger driving must end. Change will happen with superior, new infrastructures that enhance the user experience and have an immediate positive effect on the climate. I believe there is no choice but to move forward with this plan, if we want to continue enjoying access to the Wasatch.</p> <p>Thank you for your time and your hard work on this project.</p> <p>P.S. Speaking as an east coaster, I say you impose a toll for those who choose to drive up the canyons. It will help fund the project and other environmental clean-up initiatives. Toll roads are the norm on each coast, and people will get used to it. For those that will be deterred, let 'em move to Colorado and sit on I-70 for six hours just to get in a few turns!</p>	Salt Lake City, UT	4/30/2015
<p>As a resident of the benches of the Wasatch for 35 years, please consider the following in your blueprint:</p> <p>I am all for sustainable transit options for our canyons to reduce traffic and emissions, but please make an effort to minimize any development beyond transportation needs. Also, please consider NOT making a transit corridor that connects the Cottonwood canyons with Park City. The reason the cottonwood canyons have worldwide appeal, in addition to being our greatest gem, is because it has avoided contact with the development goals and greed associated with the Park City area. These separate areas function better, and maintain their <u>individual identity and culture better kept as individual areas with separate access points</u>.</p> <p>I have grave reservations regarding the developments proposed in connection with the Mountain Accord, and urge planners to maintain our beautiful Wasatch Mountains and our water supply as pristine and safe as possible, without undermining the ski resorts in the Cottonwood Canyons. A better system of clean fueled public transportation to our Cottonwood ski resorts that would reduce pollution and other canyon impacts and improve access for skiers would substantially improve existing conditions, without imposing unnecessary infrastructure, which may well become obsolete with climate change and evolving recreational patterns. Similarly, improved clean-fueled public transportation from Salt Lake City to the Park City ski resorts and concomitant facilities, would reduce environmental impacts and allow our extraordinary resorts to maintain their unique features. I strongly oppose the interconnect proposal, which I believe would radically change the character of our resorts and negatively impact the experience for our recreational visitors.</p>	Salt Lake City, UT	4/30/2015
<p>would like to see the "private shuttle" concept explained. This canyon is the only major one open to dogs, so many dog owners exercise themselves and their pets there. It's hard to imagine people bringing their pets into Millcreek canyon on a "private shuttle."</p>	Salt Lake City, UT	4/30/2015
<p>Thank you for the well thought out proposal and the attempts to include all of the view points and desires for use of the canyons. The most important element of the proposal for many in the Wasatch is to limit the growth of ski resorts. We have a precious system, and do not want to overwhelm our resources by increasing the resort size. I am a resort pass holder, however feel that the backcountry territory needs to be preserved. The idea of linking our canyons and resorts is silly, our resorts are already big enough that visitors can ski new terrain all day long. I would hate to see the Wasatch turn into a Euro mimic by putting gondolas or lifts through backcountry territory. Its gimmicky, silly, and would mar the experience for those who want to get out away from the crowds and development.</p> <p>In consideration of public transportation, we need more. I ride the bus to the resorts often, but feel very limited by the schedules and often have to hitch a ride down canyon at days end. I would also love to see bus service in the summer to allow for loop bike rides. An important caveat: buses need to stop at popular locations for hikes/climbing/biking. Just stopping at resorts is not sufficient if the goal is actually to reduce traffic and parking whoas.</p> <p>Thank you again for all of the hard work that has gone into this proposal. The Wasatch is a gem and I hope it can be protected and recognized as such.</p>	Salt Lake City, UT	4/30/2015

<p>Please accept my comments, below, on the proposed blueprint for the Central Wasatch Mountains.  I DO NOT think that there is appropriate balance between development and preservation in the current draft. I believe there should be a greater emphasis on preserving and protecting the remaining unspoiled wilderness in the Central Wasatch for future generations.  I am STRONGLY OPPOSED to any development of Grizzly Gulch, including Alta's proposal for a lift up Tuscarora.  I SUPPORT all proposals for expanding the protection of the existing wilderness character of areas that have been identified in the blueprint, such as Superior to Emma Ridge and Guardsman Pass, and for others as well.  I am STRONGLY OPPOSED to the One Wasatch concept, such as any aerial tramway between Park City and Big Cottonwood.  I DO NOT support the train up LCC or the connecting tunnels, because of the anticipated taxpayer costs.  I SUPPORT the concept of a designated bus lane up LCC, with optional stops provided for backcountry users.  I SUPPORT the concept of enhanced, year-round bus transit up BCC, with optional stops provided for backcountry users.  I SUPPORT the expansion of the trails network.  I SUPPORT the continued protection of the watershed.  Regarding the economic impact of these decisions, I feel that the best economic course for Utah is to continue to attract and expand its existing highly-paid workforce in growth industries such as health care and technology. The best workers/earners in these fields are well known to place a high value on outdoor recreation and wilderness/open space access. The preservation of the natural character of the Central Wasatch will have a much greater positive economic impact by attracting these residents to Utah than any possible increase in ski resort visitation, which is not trending well in any case. Utah's best economic growth lies with its future RESIDENTS rather than with its future VISITORS, and the unspoiled Central Wasatch is its quality-of-life crown jewel.</p>	Salt Lake City, UT	4/30/2015
<p>Limiting land development by entities that want to profit from the Wasatch is the right way to go. The best way to ensure environmental health for residents of Utah is to keep the lands as public lands –permanently protected, but for all to enjoy and none to profit from. We must all be responsible to protect this resource and Salt Lake's main watershed. Don't take away our open spaces!  <u>A concerned Salt Lake resident</u></p>	Salt Lake City, UT	4/30/2015
<p>Keep in mind the importance of biodiversity in the Wasatch ecosystem. Clean water is a big part of it, but the forest and wildlife will also be impacted if, for example, extensive trail systems are added and recreation becomes like a world series party. I'd be more than happy to live with a restricted access program that allows daily entry limits, lottery permits for visits, or even/odd day eligibility. We do it with dogs, bikes, and lawn watering. To preserve the essence of the Wasatch I'd be willing to submit to such a program even though I currently <u>experience the area 5 or more times per week</u></p>	Salt Lake City, UT	4/30/2015
<p>I'm just adding my voice to those of the thousands who I know share my views.  I'm now in my mid-60s, and I'm sure that the countless hours I've spent, over the many years I've been skiing and hiking in the backcountry of Millcreek Canyon and the Cottonwood Canyons, have made me considerably healthier than I otherwise would be, not to mention the pure joy those experiences have brought me.  Also, I never hunt, and none of the guys with whom I ski and hike hunt, but I'm always happy to encounter bow-hunters on the trails. Those encounters always make me realize, anew, how cool it is that people with diverse outdoor interests can share this rare and wondrous thing.  <u>Not the Park City side of the Range but whatever the rich guy and tourist want it to be, but closer to the Tri Canyon area than you are.</u></p>	Salt Lake City, UT	4/30/2015
<p>I am a resident of Salt Lake City and an avid lover of one its most precious resources - the Wasatch Front mountain range. I am writing to express my thoughts on the current proposed Mountain Accord. These thoughts are provided below:  Generally speaking, I am interested about the proposed train transit up BCC and LCC, and would like to see a similar train transit option up Parleys. This would be an exceptionally unique ski experience in the America's and would seem to accommodate a variety of recreational opportunities if implemented properly. That said, I do have some serious reservations. First, tunneling to achieve canyon interconnection is critical so as not to disturb more natural areas with overground transport. Second, such an approach needs to address multiple uses, distributed users, and a wide range of operating times (e.g., to accommodate summer and winter climbing and hiking activities, distributed back-country skiing trail heads, and accommodate the beloved Wasatch "dawn patrol" winter tours, early morning climbs, etc.)  Any ski resort expansion should be limited to the base areas, and expansion and/or significant development outside these base areas should not be considered (i.e., no large restaurants on the ridge and mountaintops). In a relatively recent, over 90% of residents in the Salt Lake Valley indicated they were against any further ski area expansion in the Wasatch Front. See Envision Utah's 2010 Wasatch Canyon's Tomorrow Study accessible at <a href="http://saveourcanyons.org/files/resources/WCT_FINAL_23Sep2010.pdf">http://saveourcanyons.org/files/resources/WCT_FINAL_23Sep2010.pdf</a>. I am comfortable with limited ski resort expansion as proposed in the blueprint with a few considerations. First, private land transfers and preservation actions MUST include Grizzly Gulch. Land swaps should be pursued immediately, as a condition precedent for future development. Alignment of any new lift in Honeycomb Canyon must not drop below the elevation of the current lift and should not terminate in the Silver Fork drainage (e.g., it will remain in Honeycomb).  Being located in a desert, wise watershed management is critical to support our future needs. Failing to effectively manage sensitive watersheds can lead to significant problems down the road, severely straining population growth and economic expansion. Our neighbors in Nevada and California are particularly aware of this issue, as significant population growth in Southern Nevada has taxed their limited watersheds to near emergency levels. Accordingly, watershed preservation should be of primary importance.  Thank you for consideration the above and your time in connection with the Mountain Accord process.</p>	Salt Lake City, UT	4/30/2015
<p>I would like to comment on the future master plan for the Wasatch Mountain area.  The Wasatch Mountains are a word class feature of Utah that we are fortunate to have. The accessibility and availability of wilderness areas that are available for exploration and recreation is unparalleled. The established ski areas that we have offer a comprehensive variety of terrain and accommodation for the local, national and international skiers; and in my opinion our community should embrace the individuality of the ski areas that we have, and strictly limit any future expansion, development or connectivity between the resorts.  I do support increased transit options between salt lake city and resorts in the cottonwood canyons but, I am strongly opposed to increasing connectivity between the cottonwood canyons and park city, or between the two cottonwood canyons. In my opinion, bringing patrons from park city would be a direct way to spoil the cottonwood canyons.</p>	Salt Lake City, UT	4/30/2015
<p>I have lived in Salt Lake County for 19 years. I moved here from Pennsylvania to live in a place with world-class recreation activities and a vibrant economy. The Cottonwood Canyons are my favorite place to ski, although I have skied all of the Park City based resorts as well.  We clearly need a better transit system up the canyons. While a railroad has been proposed, I see many problems with that proposal. New construction like that will have a huge, negative, impact on water, land, and animals. I just can't imagine how it could be "avalanche proofed" either. I highly support increasing the bus capacity for the canyons—increase the size of the park and ride lots, have the buses run more often, make a dedicated bus lane so people could actually get up the canyon faster, build in family-friendly amenities so that people with young children can use the bus. Most of all—make it very inexpensive so people WANT to take the bus.  Tunnels between canyons is of no use to Utah residents. We know which canyon we want and we get there. We don't need to use tunnels—the existing roadways are sufficient. The tunnels ONLY help tourists who are staying in Park City or up at the top of the canyons. And those are not the people contributing to traffic jams in the canyons. I have absolutely no desire to have my tax dollars going towards tunnels that only help the elite. If we have extra money—it needs to go to education, road maintenance, and conservation. There are approximately 2.5 million people on the Wasatch Front—why not cater to that market and the out of state tourists? There is also the fact that tunnels are a huge visual disturbance for those of us who use the canyons year round—they will look hideous in the summer and will be rarely used.  I don't mind if we exchange lands for development—I would rather concentrate development while protecting the backcountry for hiking and skiing. Again—I moved here for these amenities. If we ruin our landscape, many current residents will leave and we will have a hard time recruiting others to come here. Tourism is important but we have to diversify our economy. Snow sports user days at resorts are declining—we need to think for the long term. Simply adding more bells and whistles to compete for a decreasing market is not long-term thinking.  I want changes to have the least impact on our already highly impacted mountains. We need to protect our open space from visual and noise pollution. We desperately need mass transit solutions—why not build on what we already have instead of paying huge amounts of money to build something from scratch?  When I moved here 19 years ago I was overjoyed at the outdoor recreation opportunities available to me. I want to keep those opportunities available to my children. I hope the Mountain Accord will allow all of us to do preserve these world-class places for the next generations.</p>	Salt Lake City, UT	4/30/2015
<p>I applaud your effort to develop a sensible transportation plan based on the high recreational use of the Cottonwood Canyons and Park City area. I am supportive of a rapid or express bus system for both Big and Little Cottonwood Canyons, and the restriction of personal vehicles up these canyons. I do not support tunnels linking the Cottonwood Canyons with Park City and Deer Valley because it is a waste of taxpayer money without an equal benefit. These areas are already very close in proximity and tunnels would only promote and increase <u>in use by personal vehicles between these areas.</u></p>	Salt Lake City, UT	4/30/2015

<p>After reviewing the Wasatch Mountain Accord Blue Print I have the following comments.  The trend in the Wasatch is toward more wilderness backcountry use. Here are a couple of indicators.  Backcountry equipment manufactures and distributors have grown significantly faster then the valley population while the alpine ski equipment has merely kept-up with the valley population growth.  There were 12 to 15 backcountry style races in the Wasatch this year. One race is almost world class. Just 10 years ago there might have been 1 backcountry ski race.  Many others  Our priority shall be to preserve the backcountry wilderness and curb ski area expansions. The "recreational projects" of the future are backcountry type activities; ie. hiking, climbing, skiing, bird watching etc.  The ski area's proposals threaten the Forest Service, with exponential population growth. The plan for our limited resource shall not include exponential population growth. The forest is now at it's people limit. The ski area's are given a concession to operate on National Forest. BCC and LCC Ski area concessions shall be rewritten as follows.  Preserve the National Forest  Ski schools  Ski races  Family recreation,  Introducing people to the backcountry.  Light Summer activities...hiking, biking, Frisbee, and ski area maintenance.  Social events, Weddings, Reunions, etc  Ski area companies should not be profiting on our National Forest. All profits shall be used to fund ski schools, ski races, avalanche safety, interpretive programs etc.  The ski area clientele are looking for more amenities; ie., bigger lodges, more restaurants; more nightlife; more child care etc. The Wasatch will not be able to meet this demand. Focus shall be on maintaining what we have and preserving the rest. What is the next "20 year plan" going to look like?  More backcountry/mountain guiding concessions shall be issued. Backcountry guides can safely bring resort skiers into the backcountry and at the same time promote good land stewardship. Resorts don't need to be pressured by skiers always wanting to ski more; always wanting more expansion. Backcountry guides can help take the pressure off of the ski area's.  The LCC road bed shall be used as follows.  One fast train track with stops at Snowbird and Alta.  One 24 hr slow train track which stops upon request.  There shall be no more road, up or down, LCC.  A service tunnel shall be bored from Alta, under twin lakes pass, under twin lakes reservoir to Brighton.</p>	Salt Lake City, UT	4/30/2015
<p>I submit the following comments on the Mountain Accord's proposed blueprint. Thank you for your efforts to comprehensively address many of the challenges that face the Central Wasatch.  First, and foremost, I feel that the Mountain Accord's proposed blueprint must emphasize watershed protection more than it does now. The guiding light here should be whether an action would improve or harm water quality. For example, it seems highly unlikely that the construction of a rail line in a new corridor in Little Cottonwood Canyon will be a positive development for water quality. This value should trump all others in charting a path forward.  Resort Expansion. The Mountain Accord should not permit any resort expansion within Salt Lake County. Grizzly Gulch and Silver Fork are two drainages that are important for watershed and of immense value for habitat and quiet, human-powered recreation. Expansion at Alta and Solitude, respectively, would have significant adverse affects on these areas.  New Development of Base Facilities. The Mountain Accord should tie any new permitted development at the base of ski resorts to three things. (1) At least 75 percent of any new development should be in existing parking space (this will force greater dependancy on public transit, reduce the footprint of new facilities, and help reduce runoff from parking lots). (2) Resorts must exchange (for lands located at the base of resorts) and donate private lands located in environmentally sensitive areas (Flagstaff, Superior, Emma Ridge, Grizzly Gulch, Cardiff Fork, White Pine, Guardsman Pass) in order to receive building permits and approvals to move forward with base facilities. And (3) No new lifts or resort expansion allowed outside of existing resort footprints.  Additional Land Exchange Issue. It is unclear how much the public benefits from land acquisition inside of ski resort boundaries at Alta and Brighton. This seems like a way for resorts to possibly reduce property tax liabilities while benefit from the leasing of public lands. These parcels should be the lowest priority for exchange and acquisition, if at all.  Transportation. A new rail line in Little Cottonwood Canyon could have significant impacts on water quality. The Mountain Accord should consider an option for Little Cottonwood that would significantly increase bus service in the canyon (and from various valley locations) while diminishing vehicle traffic. This could be accomplished by instituting a toll at the canyon for high traffic times that would implement congestion pricing and convince most drivers to leave their vehicles in the valley. Connecting Alta, Brighton, and Park City via above ground or below ground transportation seems unnecessary and expensive. These would not realistically be mass transit solutions for the general public but rather high-priced gimmicks aimed at a very select crowd. Such transportation options should not be funded by the general Utah public or by the federal government. Zion National Park's shuttle system is an excellent example of an effectively-instituted mass transit system using existing infrastructure done in very short order. A bus system in Little Cottonwood Canyon should be patterned after this.  One Wasatch. No lifts or transportation options should be constructed that would link resorts in Park City with those in Big Cottonwood or those in Big Cottonwood with those in Little Cottonwood. Such expansions would threaten water quality, open space, habitat, and quiet recreation options in the Wasatch.  Snowmobiles, helicopters, and OHVs. The Mountain Accord's proposed blueprint should consider banning snowmobiles in Big Cottonwood's Guardsman Pass area. It should also end heliskiing in the Wasatch of Salt Lake County. Finally, off-highway vehicles (OHVs) should be prohibited in Mineral Fork. These machines create an excessive footprint for such a crowded area and can threaten water quality.  Grazing. In as much as grazing may be permitted on Forest Service lands in American Fork Canyon, the Mountain Accord should forever end that possibility and practice.  Land Protections. I strongly favor the expansion of existing wilderness areas and the creation of new wilderness areas. In addition, the Mountain Accord should designate watershed protection areas for the portions of the Wasatch that may not qualify for wilderness designation.  Thank you for considering these comments.</p>	Salt Lake City, UT	4/30/2015
<p>I am emailing to voice my support for the Wasatch Backcountry Alliance position regarding the mountain accord. I hold the same position. The position statement can be found here - <a href="http://wasatchbackcountryalliance.org/2015/04/22/wasatch-backcountry-alliance-submits-blueprint-comments-to-mountain-accord/">http://wasatchbackcountryalliance.org/2015/04/22/wasatch-backcountry-alliance-submits-blueprint-comments-to-mountain-accord/</a></p>	Salt Lake City, UT	4/30/2015
<p>I am a Utah Native of 46 years. I have been dismayed over the years at the seemingly thoughtless ways development has happened in Utah especially concerning the Wasatch range. I am glad for the Mtn Accord and the collaborative approach to address issues affecting the future of the Wasatch.  The Mountain Accord includes a proposal to permanently protect 2,150 acres of prime backcountry terrain  Improved transit i.e. better bus systems  Maintaining the balance between user groups  The Wasatch Range is Utah's Gem preserving it in its raw and natural state has immeasurable value not only economically but aesthetically. Businesses, tourists and relocating families are drawn to this place because of its unique beauty and it's accessibility. If we make decisions that alter the current balance between user groups ie resort expansion past their current boundaries, that shifts out the user groups who like to enjoy the Wasatch in a human powered fashion. If we make drastic alterations to the canyon in order to accommodate a possible increase in traffic without maximizing existing less invasive transit options first we risk making irreparable damage to the pristine beauty of the Wasatch.  Please carefully consider the permanent impact of each decision made in the mtn accord process. Expand and improve bus service before you spend millions of taxpayers dollars digging a tunnel or building a train line. Seek to market skiing in the Wasatch to locals instead of building Wasatch One as a misguided marketing ploy to attract tourists.  The Wasatch is perfect as is let's maintain the balance and the beauty by using minimally invasive solutions to the issues being addressed in the mtn accord process.</p>	Salt Lake City, UT	4/30/2015

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Salt Lake City, UT	4/30/2015
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<p>I am apposed to any plan to increase traffic in Big Cottonwood Canyon</p> <p>I am apposed to closing the road ever for bike or running events</p> <p>I am apposed to any increase in commercial business in the canyon</p> <p>I am apposed to the combination of Big, and Little Cottonwood etc.</p> <p><del>Leave the canyon just as it is, and don't do anything to it.</del></p>	Salt Lake City, UT	4/30/2015
<p>I have enjoyed Big Cottonwood Canyon for a long time. I have an old cabin in the canyon. I am apposed to any plan that will increase the use in the canyon. I am apposed to increased travel up the canyon</p> <p>I mostly wish to express that, not surprisingly, the proposal reads like a pro-ski industry development plan that UTA got a hold of before the draft was complete. As a 24 year resident of Salt Lake City, I think the canyons are developed enough for skiing. The idea of rail lines up the canyons might sound sexy, but the cost far outweighs the benefit. We do not need tunnels and gondolas. Buses can get it done.</p> <p>Specific comments:</p> <ol style="list-style-type: none"> <li>1. No light rail up either Big or Little Cotton wood Canyon. Hugely expensive, dubious benefit. Buses can handle the ski traffic. In my opinion, we should adopt a "if you're a local going to the resort, mandatory bus ride" policy.</li> <li>2. Light rail up Parleys might make sense in the long term, but it will only be successful if there are disincentives to drive to Park City for the average person. Simply offering a light rail alternative is not going to make everyone jump aboard; people still prefer their own vehicles. So you've got to somehow make it attractive or required to ride it.</li> <li>3. Give it up on the ski resort connection ideas. First, the expense of skiing is already beyond the reach of a lot of people. Combined resort passes are only going to be more expensive, and only a handful of ski tourists are going to bother with trying to ski multiple resorts in a day.</li> <li>4. NO gondolas over to Park City.</li> <li>5. NO tunnels.</li> </ol> <p>The Wasatch is a very compact mountain range. When I read the transit and interconnect proposals, as well as the ski resort expansion plans in the Mountain Accord, I get the feeling that people think its the French Alps or something. It is too small for all of the things you are proposing.</p> <p>Ski area expansion is not a necessity or inevitability, no matter how much the ski industry makes it out to be. However, I will say that if they are going to expand, I do think the Accord concept of trading new resort space for new public open space on the other side of the road/canyon is a good one.</p> <p>I am all for expanded trails, watershed protection, BUS transit, reduced vehicular traffic, and general preservation of open space in the canyons. I do not subscribe to the notion that the canyons should be used as a tool for economic development. Ski resort expansion is neither a necessity nor an inevitability. It is a choice. In our very compact mountain range, we should choose not to expand them. And we certainly should not choose to string them together with tunnels and gondolas.</p> <p>Thanks for listening.</p>	Salt Lake City, UT	4/30/2015
<p>Hi,</p> <p>I've submitted a comment prior, but I want to reinforce my stance that while I'm strongly in favor of resort connectivity, I'm strongly against the idea of a tunnel through the mountain.</p> <p>I am a resident of 84106 and work on 84060.</p> <p>Thank you</p>	Salt Lake City, UT	4/30/2015

<p>Balance of Ski Resort and Backcountry: I'd like to see our current balance maintained, including keeping the Grizzly Gulch access point. I use both the backcountry and ski resorts, and love both. The backcountry seems to steadily increase in popularity, while the resorts seem a lot less busy than they were in previous decades.</p> <p>Ski Resort Expansion: I'm opposed to the ski areas expanding outside their current boundaries.</p> <p>Ski Resort Development: I'm in favor of the ski resorts improving amenities, within their existing boundaries: lodges, parking garages, hotels, etc...</p> <p>Economic Enhancement: I'm in favor of the resorts, Ski Utah, and the state to increase the tourist attraction of Utah, by expanding within existing ski resort boundaries, improving Salt Lake City après ski attractions, and/or changing Utah liquor laws.</p> <p>Transportation: I'm in favor of any environmentally and financially responsible options to improve air quality and traffic congestion in the canyons. I'd recommend charging motorists to use the canyon, like in American Fork canyon.</p> <p>Taxpayer Money: I'm opposed to increasing the use of taxpayers' money to increase the profits of private businesses...businesses that have small numbers of employees, in the big picture of our local economy. If our ski resorts can't sell the greatest snow on earth, they have no hope of survival.</p> <p>Thanks</p>	Salt Lake City, UT	4/30/2015
<p>Greetings -</p> <p>I appreciate the opportunity to submit these brief comments regarding the Mountain Accord. First off, I have lived in Utah for more than twenty years and plan on remaining in this great State for the rest of my life. The Wasatch Mountains and the outstanding opportunities they provide for solitude and primitive recreation (e.g., backcountry skiing, hiking, climbing) are one of the main reasons I live here and intend on remaining for rest of my life.</p> <p>I do not want to see additional development in the Wasatch Mountains and in particular, in Big and Little Cottonwood Canyons. There should be more, not less, opportunities to have a true "Wilderness" experience in this remarkable place. Additional construction and fragmentation of the backcountry is unacceptable to me. I frequently use (30-40 times a year) Grizzly Gulch, Emma Ridge, Silver Fork Basin (east and west bowls), and Twin Lakes Pass, to name a few of the great locations in the Wasatch, for backcountry skiing. Trams/ chair lifts/or the like in these beautiful areas will ruin my experience and enjoyment of these areas. No train/trax should be built in Little Cottonwood Canyon.</p> <p>The Wasatch Mountains provide a critical source of drinking water to millions. This fact cannot be overstated. And despite what the promoters of One Wasatch argue; the recent expansion (over the past twenty years) has already adversely impacted water quality and additional development will only make this worse. The State is well aware of countless studies to support this fact. Faced with the real threat of climate which has already adversely impacted and will continue to impact our health, environment and economy, it makes no sense to take actions that will only set us up for more problems.</p> <p>Finally, fragmentation of habitat for wildlife should be avoided as much as possible. I personally hike in the Wasatch Mountains at least 30-40 times during the Spring-Fall and in many instances, do so with the specific purpose of viewing wildlife. I love to see coyote, elk, deer, moose, and other animals on these hikes; an enjoyment that is directly threatened by the proposed fragmentation of these areas.</p> <p>Thank you for considering my comments.</p>	Salt Lake City, UT	4/30/2015
<p>Here are my comments:</p> <ol style="list-style-type: none"> <li>1. NO TRAINS up the cottonwood canyons.</li> <li>2. NO EUROPE like intermountain connections.</li> <li>3. NO TRAMS connecting resorts.</li> <li>4. No ski development in Grizzly Gulch.</li> <li>5. No ski development on NORTH side of LCC.</li> <li>6. No ski development in White Pine.</li> <li>7. No ski development in Silver fork canyon BCC.</li> <li>8. PLEASE charge a fee for driving up canyons just like Millcreek. (fee to make bus services FREE) 9. PLEASE create Bus Only lanes in the cottonwoods and EXPAND bus services.</li> <li>10. PLEASE create more parking and an intermodal transfer station at the mouth of the canyons. (replace quarry?) 11. PLEASE PRESERVE THE WILDS OF THE WASATCH FOR FUTURE GENERATIONS.</li> <li>12. Don't sell out our public lands for the pockets of the ski industry.</li> </ol> <p>Growth isn't always good!!!</p> <ol style="list-style-type: none"> <li>13. PLEASE create lasting preservation of lands so the arm wrestling for more development doesn't start again in 10-20 years...</li> </ol> <p>THANK YOU!</p>	Salt Lake City, UT	4/30/2015
<p>The enormous Mountain Accord study seems very thorough and impressive. Because the whole project is so enormous in scope, it is wise to now break it down into smaller, do-able parts. Our interest today is Little Cottonwood Canyon.</p> <p>We drove up to Snowbird on April 16. It was appalling to see the number of cars in the canyon, mostly trucks and huge SUVs with one occupant....the driver! What devastation to watch these gas guzzling, oil dripping, space consuming vehicles...with only ONE person.... taking up so much precious parking space! Snowbird parking employees were magnificent trying to accommodate one more truck here and one more over there. The canyon road was packed with parked cars on BOTH sides of the road, and the Bypass road was full up beyond Ben Hame. What those engines do to our watershed, and those idling engines and exhaust fumes due to our air quite sickened us. But it also made us grateful that the Mountain Accord process is underway.</p> <p>Some solution is needed immediately for Little Cottonwood Canyon. People at Snowbird all day were complaining about: why isn't there a Mountain Rail serving these resorts? They are correct.</p> <p>So many "environmentalists" are against a train, surely mistakenly visualizing an Amtrak train going up/down the canyon!! Yesterday, we took the train serving Sugarhouse. It is electric, quiet, non invasive, and efficient. Its single track reminds me of the Swiss/French/Austrian/Italian/Japanese alpine trains which so efficiently serve high alpine villages. Efficiently spaced out are second tracks used just for up/down passing. These are quiet mass transit carriers efficiently bringing skiers and hikers and guests up into the mountains. If they are successfully used in places like Hong Kong and Rio De Janiero, why not Salt Lake City?</p> <p>Anyone who has not witnessed one of these amazing forms of travel needs to go to the Alps to witness their efficiency before speaking out against their usage.</p> <p>Carbon footprint issues absolutely demand rail for mass transit. Using buses on the steep canyon roads cannot be favored over rail when frequent avalanche closures occur. Most buses leave a carbon footprint and have a relatively short life when compared to railways so they are not the long range solution; however, until the train system is installed, buses can be used, and there should be a moratorium or a set limit on the number of single occupant vehicles in the canyon. Once we understand the need to carpool or bus up Little Cottonwood Canyon, the public will rejoice over the quiet one-track rail system so popular throughout the world.</p> <p>Holding up the Mountain Accord Process is the connection with Big Cottonwood and Park City. Let's install the Little Cottonwood train first to prove how efficient and popular it will be before we must commit to a huge regional plan, particularly building extensive tunnels. To seriously address Carbon Footprint, let's instead do an aerial lift system to easily bring people from Heber/Midway to Alta.</p>	Salt Lake City, UT	4/30/2015
<p>Mountain Accord People: thank you for undertaking this important task and thank you for asking for comments from the lay public. I hope wisdom prevails in the decisions that will be made on this project...wisdom that protects our priceless natural wonders well into the future...and beyond.</p> <p>My stance on the issue is simple: We must preserve the beauty, water sheds and related natural amenities of the Central Wasatch Mountains. They are the icon, the backdrop of Salt Lake Valley, the awe-inspiring setting for all the beauty shots you've all seen in photos, videos and promotional materials. They are the very reason Salt Lake Valley exists and thrives today. For the Wasatch Back, the reason mountains' offerings are the lifeblood, the reason several places (Park City) thrive. To do ANYTHING to jeopardize these natural wonders would be economic, environmental, aesthetic and recreational suicide -- not to mention short-sighted.</p> <p>Not every beautiful natural site -- winter or summer -- has to be easily accessible to everybody. Not everyone can float Cataract Canyon or climb Mt. Timpanogos. Many/most things/places must be left NATURAL or as natural as possible so that people can look on in wonder, dream, fantasize and marvel at the NATURAL beauty before them. Think Yellowstone Park. That won't be possible with gondola cable cars, towers, mid-mountain restaurants, switch-back trails gouged in a once-pristine mountain slope, or adjacent to a soothing canyon creek that runs unimpeded now.</p> <p>Yes, we are "loving our canyons to death", but wise stewardship will balance that love of the beauty with the growing crowds that want to visit, ski, picnic, hike, photograph, and wonder about. That will not be the case with light rail running up and down Little Cottonwood Canyon... And if it were, where would all the crowds ski? The layout of the canyon directs its limitations. Listen to nature. The ski experiences of Alta and Snowbird would be ruined by overcrowding, thus we'd be "killing the goose (natural wonder, remoteness, open space, natural beauty) that is laying the golden egg." Ditto for Big Cottonwood Canyon.</p> <p>Go slow with developing your plans, with whatever development is absolutely necessary (I can't imagine what that would be), go wisely, and do not allow the all mighty dollar be your guide, but that deep-down feeling in your heart. ☺</p>	Salt Lake City, UT	5/1/2015

<p>Dear Accord,</p> <p>I don't know how the exceptional labors, insights, and publications of Mountain Accord have escaped me. Indeed it is my error to have not contributed to the dialogue much earlier. However...and for what it is worth...here is my meagre contribution after having enjoyed many hours, days, months and years of "learning," patiently listening to, traveling with, and camaraderie with Leon Hansen the Father of the Multi-Purpose, Multi-Use, Super Tunnel concept. If one knew Leon and his white hot focus on the tunnel, the word "patiently" is easily understood.</p> <p>"Light rail transit(LRT)in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City."</p> <p>The foregoing is an encouraging quote from the study. The most "exclusive guideway" would be a master tunnel with Draper as the portal into the "front" with respective branches to access all ski areas and Park City proper. There is Global precedent for such tunneling. Such precedent has been expressed repeatedly in its very early conceptualization by Master Geologist Leon Hansen ... deceased.</p> <p>There are many of us who believe that a "Multi-Purpose, Multi-Use, Super Tunnel" would remediate if not eliminate most environmental concerns and create a cornucopia of economic activity and opportunity. The father of the Utah Tunnel concept is Leon Hansen. Leon was a Masters degree level geologist who had a lifelong working relationship with the Greater Park City Mining District of Utah. Leon has held senior positions with several large, international, mining enterprises.</p> <p>There exists a repository of proprietary data that confirms the existence of precious metals resources that equal or exceed what have already been recovered from the mining district prior to its closure. Mining was halted decades ago because the metals resources were impacted and impounded by water in the mines. Leon believed that the water in the mines is a resource even more precious than the remaining gold and silver reserves. If the waters are recovered, the metals can also again be recovered.</p> <p>Synopsis:</p> <p>The Utah Tunnel will be a tunnel like many other long, long tunnels...New York-85; Sweden-51; Japan-33; Moscow-25; Madrid-25; Finland-74; LOETSCHBERG-21; Chunnel-31; Utah Tunnel-21</p> <p>The Utah Tunnel would also be 21 miles long and most like the LOETSCHBERG tunnel.</p> <p>Loetschberg is the longest land tunnel (21Miles) in the world.The Loetschberg tunnel took eight years to build and cost \$3.5 billion. The Loetschberg tunnel transports skiers to Swiss resorts more quickly.</p> <p>The Utah Tunnel would be a multipurpose/multi use resource. It will Convey...Water...Strategic minerals...Tourist transit to world class ski and recreational resorts...and other economic benefits to all of the citizens of Utah. The Utah Tunnel...it can be done...during economically difficult times. The famous symbols of recovery in the West during the Depression included: Hoover Dam, Grand Coulee Dam, The San Francisco Bay Bridge and the Golden Gate Bridge." The Utah Tunnel will develop the following resources:</p> <p>Water...Multi-Millions of gallons from aquifers under and around the Uinta and Wasatch mountains recovered. Strategic minerals...\$0,000,000,000 (at thousands of dollars an ounce) of water locked, precious metals (gold, silver etc.) resources freed!!! Travel to ski and recreational areas... rapid, uncongested, and safe transit from the airport and other points to resort areas developed. Hydro and Geothermal power...other economic benefits...</p> <p>The tunnel from Draper to Park City will pass under three of Utah's most famous ski resorts. The plan is to connect those resorts with the tunnel thereby ensuring safe and rapid transportation from the Salt Lake International Airport to the resorts. It is our understanding that there is an existing railroad right of way from Draper to the Airport.</p> <p>Submitted respectfully ☺</p>	Salt Lake City, UT	5/1/2015
<p>Dear Committee,</p> <p>To begin, thank you for your consideration of our input and comments. I hope that the comments you've received about your work have been mature and articulate, and, if so, I trust that you will take them very seriously as the words of a democratic citizenry vitally invested in this place.</p> <p>As an individual citizen so connected to the Wasatch landscape, ecosystem, and economy, I have two main topics of concern: water use and protection, and public funds vs. wilderness fiber.</p> <p>Especially in the wake of the dramatic 2014-2015 winter snow shortage in Utah and across the West, it is not at all out of the realm of possibility that Utah may need adopt a water rationing model like the one California put in place this year. In light of such a possibility, it is hugely unfair for private-profit ski resorts to plan to increase their use of water for increased snowmaking operations on expanded terrain while Utah residents are asked to consider ways to conserve water in their homes, on public green spaces, and on agricultural lands. For the ski industry in Utah to plan an increased use of water in the Wasatch Mountains is short-sighted and ecologically irresponsible, and ski resorts should not be allowed to expand without more seriously addressing the issue. In that same vein, I have major misgivings about how plans put forth by the Mountain Accord will affect the key watershed environment of the Wasatch Mountains. The reports about how tunnels, trains, and other proposed transportation changes in LCC and BCC will affect runoff paths and watershed preservation are not sufficiently researched or considered. This seems an immense oversight and grossly neglects the life-sustaining importance of water in the increasingly dry climatological reality of the West. While transportation does need to change in the Cottonwood Canyons, any large-scale project needs to perform much more comprehensive study of effects on the watershed before being seriously considered.</p> <p>I'm concerned about the proposed use of taxpayer monies to support private industry. I'm irked by the elevation of interests of corporate ski areas in contrast to those of independent citizens who reside in this place. And while I understand the economic motivation to grow Utah's tourism sector, I do not value it more than the need to preserve the ecosystem and landscape Utahns call home. Proposed underground ski resort connect systems, while perhaps enticing to potential visitors, critically alter a natural landscape in our backyard with huge taxpayer cost and ill-researched ecological effects. Ease of transportation between ski areas in the Cottonwood Canyons and the Park City area using ski lifts or tunnels, while perhaps attractive to out-of-state-owned corporate interests like Vail, sacrifices wilderness experience for those who seek it (for local and visiting recreators). The mountain environment and wilderness fiber of the Wasatch has drawn and continues to attract new Utah residents in growing numbers. The plans set forth for responsibly planning development of the mountain industries needs to promote, also, the protection of public lands. Failure to do so could quite simply destroy the core nature of the Wasatch Mountains as a place to enjoy democratic and free access to open alpine lands. Small parcels have been delegated for protection, but I'd appreciate more language and proof that this value is being seriously considered.</p> <p>Thank you very much for your time and attention paid to this important project defining the future health and balance of my home environment. I wish the committee the best of luck moving forward.</p>	Salt Lake City, UT	5/1/2015
<p>Thank you for accepting comments on the concept of Mountain Accord, as well as the different ideas and concepts as laid out in the materials available at the Mountain Accord Website. It's clear that there has been a lot of great work and critical thought put into the process. I want to focus my comments on 3 areas of the Accord: need for change, transportation in and around the Tri-Canyon area, and development in the tri-canyon area proper (Millcreek, Big Cottonwood and Little Cottonwood Canyons).</p> <p>First, there is an obvious need to address the environmental, transportation, recreation, and to a lesser extent the economic systems in the Tri-Canyon areas. The ever increasing numbers of cars, users, and impacts are having a negative effect on all of the systems the Accord describes. Good job for pulling all of the systems together into one conversation. I agree with the need to evaluate how each of these systems are affected.</p> <p>I do think that the Accord should rank the systems in an order so that weight can be given to the different systemic factors that proposals and ideas directly affect. For instance, the systems are all treated equally now, but which system is most irreversibly altered if one or more systems are favored? Specifically, if the economic system is favored at the expense of the environmental system, there is no reversing the detrimental effects on the environment, though the economic system may succeed wildly. So, the environmental system should be given primary consideration when evaluating the ideas and scenarios moving forward. After the Environmental system, I suggest ranking Recreation, then Transportation, and finally the Economic. Without healthy systems in either of the first 2 systems, then the economic system declines and we are left with dead tourism market. The Transportation system needs to comply with and support the goals of the first-ranked systems.</p> <p>As for transportation systems: At this point, I think a system that uses Rapid Bus Transit in Parley's Millcreek and Big and Little Cottonwood Canyons is crucial. We need to couple a vastly improved bus service with disincentivised personal auto use in at least the Tri-Canyons. Far too many single occupant trips are made in these canyons, leading to congestion on the roads, trailheads, parking areas. Notice there is little congestion one users get on the mountain. If users had dependable, functional (users could transport skis, luggage, bikes, climbing gear, hiking gear, etc), frequent, and affordable bus service up the canyons, why would we drive alone in our cars? If convenience is removed as the impetus for single occupant vehicle trips and is replaced with a comfortable, dependable bus with more stops in each of the Canyons for recreationists to embark/disembark, then the incentive to drive alone is gone. Couple increased, rapid bus service with a fee system for driving alone up the canyon, and the incentive to carpool or ride rapid transit is even greater. This idea should be the primary proposal considered. It is MUCH less expensive than building light rail up LCC, and likely able to move just as many people, assuming the transfer hubs were designed correctly to support the primary mode of transit. Also, we have an opportunity NOW to see how that solution will play out for the future. We can pilot such a program in the near future, not wait 10 years. UTA needs to be on board, as does UDOT, the Ski Resorts, and most importantly the individual recreationist/guest who visits the mountains.</p> <p>When construction of light rail is analyzed in the LCC to BCC to Park City line, the total costs of that system, how it will be funded, how it will operate, and how it will be paid for all need to be disclosed in clear, concise detail. Any transit solution that seeks to connect the Tri-Canyon area with the Wasatch Back is going to have unintended consequences that need to be creatively considered and disclosed in environmental analyses.</p> <p>Finally, development in the Tri-Canyon area is a critical piece of the Environment and Economy picture. Development in the canyons ranges from expanding resort boundaries, building more single-family homes in the canyons, to building more lodging in the canyons. I would like to weigh in against some ideas and in favor of some ideas. Many of those ideas I am in favor of are not popular among many of the preservationists in the region, but they appear to me to be political realities when asking for conservation measures to prevent other kinds of development.</p> <p>First, no ski resort boundaries should be expanded, above the base areas. There is not a need to accommodate more skier traffic on the hill at our resorts. The skier/snowboarder numbers around the world are not increasing, they are flat or decreasing. The sport has simply become too expensive for more and more people to participate in, let alone travel to Utah from other locations. We (the resorts in Utah) are competing with other established resorts in CO, Europe and the Eastern US. True, prime weekends lead to some life lines at Utah resorts, but it's still far less crowded here than in other ski areas around the country, and world. In exchange for no resort boundary expansion, I actually do favor allowing resorts to purchase at fair market value some small areas of public lands at the resort bases so that resorts can build additional lodging, employee housing, transit exchanges.</p> <p>I also think the USFS should allow resorts to add lifts, and on-mountain development within ski areas currently within the boundaries leased by resorts from the US Forest Service. I think that also means resorts should be allowed to build facilities, features, activities that are able to be used during the summer (such as lift-served mountain biking, outdoor concert venues, zip lines; even Mountain Coasters, and yes, I pinched my nose when I typed that).</p> <p>These are primary thoughts at the beginning of what will be a long conversation about the issues at hand in the Accord. It is difficult for a working stiff to write all the thoughts I have about the proposals. I would like to thank you for considering my comments.</p>	Salt Lake City, UT	5/1/2015

<p>To whom it may concern:</p> <p>I'm writing to express my general support for the Wasatch Backcountry Alliance's position with regard to the mountain accord process and proposal. My main concerns as both a resort pass holder and backcountry user are the impacts that proposed resort expansion, private development, and new transportation infrastructure will have on the remaining public lands and natural resources in and around The cottonwood canyons. I would like to see grizzly gulch remain a place for public human powered recreation. I am concerned about the impacts that a train tunnel may have on LCC from the increased use it will bring. Buses seem to be a more palatable option if increased parking lots can be developed. <del>I'm opposed to any connection that crosses the crest.</del></p>	Salt Lake City, UT	5/1/2015
<p>First, I would like to commend the Mountain Accord for its inclusive and forwarding looking process. As one of the few cities in the United States with easy access to some of the greatest mountain terrain, it is critical that this invaluable resource be managed so that it retains its viability into the future for the public good.</p> <p>That said, I do not think the Mountain Accord factors in how climate change will affect the public's future use of the Wasatch Mountains. One critical need will be water resources because water will be (and already is) an essential component in Salt Lake City's sustainability, future development and livability. Any future plans must, therefore, first and foremost preserve and protect the watershed.</p> <p>The transportation component of Mountain Accord seems to focus on the need of the ski industry. I question whether there will be growth in the ski industry much beyond what it is today. The price of lift tickets and the cost of ski equipment already make ski sports unaffordable to many Utahns and visitors alike. The diminution of snowfall (e.g., no Spring snow projected by 2100) and the need for man-made snow will not attract even the most affluent and avid skiers. Moreover, man-made snow will put excess demands on scarce water resources.</p> <p>Second, I oppose tunnels and a train up the canyon. Even at the preliminary stage, these plans are grandiose and extraordinarily expensive and seem to be based on the perceived needs of the ski industry. The costs would undoubtedly be put on the Utah taxpayer. Such a specialized project benefiting a few may not even attract federal funds. A better use could be made with such a huge expenditure by improving transportation for the Salt Lake City metro area to the mountains.</p> <p>There are more efficient and affordable ways to enhance transportation up the canyons. For example, a third bi-directional lane could be added so that there would be two lanes for traffic to travel during peak periods. A more efficient and dedicated bus system makes more sense and would not create the visual scar or environmental damage as would a train or tunnels.</p> <p>Third, I support the concept of land swaps, which is a much more efficient system for all than protracted litigation. But I only support the concept if land deeded to the public is given the highest environmental and non-developmental protection available. Clustering development around the base of existing ski resorts and limiting the footprint of future development so that contiguous wilderness area can be created and preserved should be an overarching goal.</p> <p>Thank you for giving the public the opportunity to comment on this early stage of the process.</p>	Salt Lake City, UT	5/1/2015
<p>Mountain Accord Comments</p> <p>What I am okay with...</p> <p>I am okay with elements that seek to protect and limit development in the Wasatch high country and even with the privatization of some of the public land to support the commercialization of ski resorts. I don't have enough information (or have not been able to review) to understand the calculus of this exchange but conceptually it's okay for me.</p> <p>What I am not okay with...</p> <p>I am concerned and frankly appalled by the proposal to augment the transportation system – with light rail, tunnels and gondolas. This is an absolutely a disastrous plan.</p> <p>We are facing profound changes and considerable uncertainty on many levels. Climate change, draughts, inversions...all of which have profound implications on growth scenarios. I just don't support the notion that we are a 6 million person state in few years. There are limits to our growth. I am suspect of growth projections that assume current trends when there is so much about the current circumstances that could depress growth.</p> <p>I recognize that the proposed infrastructure requires careful planning and massive amounts of capital – and therefore has a long gestation. But it seems to me that the sort of development suggested in the plan would be absolutely immutable. Light rail up canyons, tunnels through mountains, sky links (or whatever the euphemism now) connecting canyons all seem like reasonable alternatives to more cars, more congestion, more pollution – but for the fact that they profoundly change the unique characteristics of these canyons. In fact, the congestion and gridlock experienced today serves to retard use.</p> <p>So here is an example of why building infrastructure to move more people, more efficiently and with less noise and pollution is a pyrrhic achievement. Fifteen of twenty years ago, Zion National Park created a sensible, thoughtful and collaborative plan with the gateway community of Springdale to restrict automobiles and to require access via shuttle. The benefits are huge – cars out of the canyon, less noise, less pollution, awards and plaudits for forward thinking. But alas, the previous system had a built in pressure release, limited parking. If visitors did not have parking options they would not visit that particular trail. The shuttle system circumvents the parking barrier and as a result, the trails are hammered and to some extent the visitor experience of “nature” is lost.</p> <p>My fear is that by eliminating the natural barrier to entry, we have the potential to absolutely destroy the naturalness, beauty and resilience of these remarkable canyons. I fear that the Wasatch will become a sterile – almost artificial urban park.</p> <p>I am also concerned about the plan to make more water available for snowmaking. I fear that this will become increasingly the rule. As we build up the expectations for our ski industry by connecting all resorts in three canyons – it will require even more water for more snowmaking to support the economic imperative of these massive resorts. That we will have more concerns about water for municipal uses is quite apparent. Why would we want to build in an expectation based upon an economic imperative that is created by this accord (more grand skiing opportunities in Utah) that limits our municipal water needs.</p> <p>In my opinion, this plan, this accord is half baked and its assumptions seem to be structured to drive towards solutions that will only exacerbate the problem. Some land exchanges that offer privatization of small forest service lands – great – establish a more viable resort option at the base for the existing ski areas, as I fear that their summer seasons will be longer in the future. Let's work to actually protect the naturalness of our canyons – maybe recognize that they have a carrying capacity and find ways to actually find solutions that protect this most precious resource.</p>	Salt Lake City, UT	5/1/2015
<p>Introduction</p> <p>The concepts within the Mountain Accord are sufficiently vague causing an overall concern that any support for the concepts is premature. Understanding the complexity of planning that will be necessary for implementing the varied aspects considered by Mountain Accord, the very premise of the Mountain Accord its process is concerning as well. Taking a broad swath of land and jurisdictions and allowing a select group (partially made up of for profit companies whose bottom line will be benefitted by the outcome) to come to consensus on how these areas should be planned, circumvents the public process. It applies undue pressure and influence to any project by project analysis and public hearing that subsequently occurs.</p> <p>Most visioning processes, though useful in understanding broad concerns and needs, often fail to implement with integrity the environmental or community benefits envisioned by these processes. Too many visioning efforts result in the economic development and transportation elements getting funded and moving forward while meaningful preservation is sidelined, partially accomplished, left to chance or worse development occurs instead.</p> <p>Land preservation and Watershed protection needs to be the highest priority for all those at the table. It is fundamental to long term economic vitality and should not be undermined by short term economic concerns as the recreational opportunity, clean water and environmental health once compromised cannot be replaced. Transportation solutions should not be driving the process. It is disheartening to see the scoping document appear on the register indicating that Transportation solutions will drive the process and further questions the validity and viability of the process.</p> <p>Land Swaps—Having protected land from development for the past 25 years, anytime there is discussion regarding taking protected land and making it developable there are concerns. The bar needs to be sufficiently high, so that this idea does not become routine. This land swap has the potential to set a dangerous precedent. Consideration should be given not just to the amount of acreage being swapped but also the relative development potential, the planning and zoning currently existing and the eventual development considerations given to the property. Additionally a concept which has been part of other federal regulatory process is that it shouldn't be a one to one match but rather a ratio where there is a several fold increase of protected land.</p> <p>Additional protections for already protected land—Additional layers of protection for already protected land is fundamentally a good thing. Utah Open Lands has long held that conservation easements are critical as a layer of defense and protection when land is purchased or zoned as open space. With this said no one would pay a full market value for a piece of land that had already had the development rights stripped away. Whatever the additional layer of protection turns out to be whether it be Wilderness designation or something similar the trade off should be commensurate with the recognition that it is protected already and therefore trade offs should not be considered as if the land protected was somehow in danger of being developed.</p> <p>Economic Centers or Transit Oriented Development—this concept in theory is dynamic and should aid in reducing air pollution, traffic congestion and create walkable communities. In practice there are several concerns. Blindly supporting this concept without proper regard for the consequence of how these areas actually get rezoned and the potential lawsuits that it might open up is foolhardy. The concept of economic centers is troubling as most of these communities lack requisite and appropriate ordinances to ensure that these centers, which will necessarily benefit the landowners within these centers, will actually provide a benefit to the community reversing decades of positive planning in which clustered developments or upzoned properties had to provide multiple community benefits. There are several examples in the Salt Lake Valley where transit oriented developments resulted in a windfall to developers with no community benefits, so a very poor precedent, by one of the leading agencies in this process, as already been set. By way of example one project was originally zoned 1 unit per acre and once a transit oriented development was planned it was rezoned with unlimited height and unlimited density.</p> <p>Train or transportation solution—A recent New York Times article explored the train versus bus transportation solution in many cities. The conclusion, buses are not as sexy but they are more efficient, are not fixed and therefore can actually accommodate a ridership that gets people where they need to go and are more cost effective. We are not Europe we are a car centered community which suggests that buses accommodate the need better. A train that aims to solve a transportation problem that exists perhaps 20 days out of any given year in the cottonwood canyons, doesn't make sense. A train in the canyons will not pay for itself in ridership and therefore will potentially increase undesirable development as a means to finance shortfalls. Current fares are too costly to truly capture the family of four wanting to recreate in the mountains. \$5 per trip – \$40 for the day will not be cost effective for any family. Additionally, as climate change alters current recreational pursuits in ways we may not be able to envision a bus line will be far more adaptive to those changes than a fixed solution.</p>	Salt Lake City, UT	5/1/2015

<p>Public Comment on Mountain Accord</p> <p>Our Wasatch Canyons: Protecting What Cannot be Replaced May 1, 2015</p> <p>I spent my childhood summers hiking the trails around Brighton, including numerous treks to Lake Solitude. After not walking those trails for many years, I took my grandsons on a hike to the lake. We saw a moose on the hillside, took in the scent of the pines, and passed a few families also enjoying the walk. As we reached our destination, however, instead of the pristine lake I remembered, what caught my eye was a deeply-rutted, muddy service road—a scar running up the mountain from Solitude Resort. A rusted snowcat was parked in front of us. The unexpected collision of development and nature was jarring, I didn't even notice the lake.</p> <p>I'm not against ski resorts—skiing the Wasatch has enhanced the lives of all of us who have been lucky enough to participate. But the experience at Lake Solitude made it clear that, although development can provide ways to enjoy the canyon, it can also destroy the very things we value most about being there. We need to be aware of what we're creating, pay attention to the consequences, and work together to find sensible balance between development, and preserving the natural state of the spectacular canyons that are our backyard. Once an area is developed, it is forever changed. It will never go back to a natural state.</p> <p>And this brings me to the Mountain Accord.</p> <p>I attended the public meeting at Cottonwood High School in Salt Lake City. I was surprised and impressed to observe how the panelists responded to questions from those attending and comments from each other. I expected more rancor, but it was obvious that the process that has been used over these many months has resulted in a group of people with diverse priorities for the Wasatch to be able to have a civil dialogue. Very surprising—and refreshing. Hopeful.</p> <p>My priority in our Wasatch canyons is to preserve and protect our watershed and not take on any development projects that could put it at risk. There are suggestions in the Mountain Accord plan to tunnel through some of the mountains to connect the various resorts, along with building interconnected ski lifts, and restricting cars in the Cottonwood canyons to provide a transportation solution for the unsustainable amount of traffic there. I have also heard that in order to forever protect and preserve additional wild land, other land would be given up to development. But the bottom line is that we all have a responsibility to be stewards of these canyons—to protect them from development that would threaten what we love most about them.</p> <p>Local leaders want to develop policies to solve our canyon transportation challenges and guide future decision making about development on public lands in the Wasatch Canyons. They need our support. But our government needs to keep protection of our watershed the highest priority. And we all need to value how incredibly rare it is to live in a metropolitan area where 20 minutes later, we can be hiking a pristine trail in the Wasatch Mountains.</p> <p>Utah nature writer Stephen Trimble, in a recent article in "High Country News" asks, "What should we do with our blink of time?" To paraphrase his response: "We must think hard about consequences. We can act with hubris...or we can deal with the extraordinary opportunity of our few decades on Earth with restraint...acutely aware that we must act with care if our natural world is to flourish."</p> <p>I agree.</p>	Salt Lake City, UT	5/1/2015
<p>I support ONE Wasatch and over-the-snow connectivity</p> <p>To whom it may concern,</p> <p>The results of the Mountain Accord process should emphasize maintaining and preserving the biological integrity of the Wasatch Mountains. The Wasatch Mountains are more than a source for recreation and economic growth, they are a place of quiet and solace located just outside of our bustling city. They are the headwaters for our watershed and the primary reason we choose to call this valley our home.</p> <p>For many of us who are not members of the dominant religion, these mountains are also our place of worship - they are where we go to interact with wildlife, to look into ourselves, to preserve the sanity that seems always under attack by the noises, grime, and soot of our populated city and suburbs. A premium should be placed on conservation of these fragile ecosystems and no scenario should be considered which in any way weakens or negatively effects protection of these unique and precious areas.</p> <p>In every circumstance expansion of the ski resorts should not be allowed and further urbanization and development of the canyons - including greater access through rail expansion, tunnels, and ariel transportation - should be restricted.</p> <p>Under no scenario should the interests of ski resorts be prioritized. They have proven themselves poor caretakers of our mountains - just witness Hidden Peak. While I enjoy skiing with my family at the resorts, our experiences as skiers and the fleeting joy that comes with taking a quick run should by no means be prioritized, seen as being of greater benefit, or held to be of greater value than the more important aim of preserving the long term health of the watershed and preserving the biological integrity of these unique mountains.</p> <p>Thank you for your time. ☺</p>	Salt Lake City, UT Salt Lake City, UT	5/1/2015 5/1/2015
<p>To whom it may concern,</p> <p>We own property on Church Road adjoining Solitude Ski Area in Big Cottonwood Canyon. The property owners on Church Road will be negatively impacted by the expansion of the ski area unless several issues are resolved.</p> <p>1) The realignment of the Honeycomb Return chairlift will allow many more skiers access into Honeycomb Canyon. Currently, many skiers now leave Solitude Ski Area boundaries and ski down Church Road to return to the resort. Back country skiers currently access the Meadow Chutes area via Church Road as well. Church Road is a single lane road, much of which is privately owned and is now currently privately maintained. Back county and resort skier traffic create a safety hazard for the skiers as well as drivers and the dangers will increase unless the road is improved to allow both vehicle and skier traffic. This improvement must be included in any resort expansion.</p> <p>2) Backcountry skiers leave both garbage and human waste in both Honeycomb and Silver Fork Canyons. Garbage disposal and restroom facilities is needed currently and must be addressed in any expansion plans.</p> <p>Generally, we support the plans, but considerations to local residents and property owners must be considered.</p>	Salt Lake City, UT	5/1/2015
<p>Hi,</p> <p>The Mountain Accord web site is tough for me to navigate, so I'm just going to send a basic plea on behalf of wilderness. I am in support of better trails through the Wasatch, but fewer roads and fewer ski connections and structures. Please prioritize keeping it quiet in the mountains.</p> <p>Thanks</p>	Salt Lake City, UT	5/1/2015
<p>Ski area connectivity would definitely help Utah's economy. Therefore, I support ONE Wasatch.</p>	Salt Lake City, UT	5/1/2015
<p>I sent a few thoughts in yesterday and would like to add just one other thing:</p>	Salt Lake City, UT	5/1/2015
<p>Whatever else happens, please don't let them put a lift up Grizzly Gulch!</p>		
<p>Thanks for your consideration</p>		
<p>I believe the economies and sustainable development of the Wasatch Front and the Wasatch Back are directly linked to environmental protection, environmental health, and land preservation. Businesses move to Salt Lake City and Park City because of our high quality of life, access to diverse mountain recreation, and access to undeveloped backcountry experiences. Business and tourists avoid Salt Lake City and Park City because of poor air quality along the Wasatch Front. Professionals and entrepreneurs are beginning to leave the Wasatch Front due to serious public health concerns with air quality.</p> <p>I am concerned that the "Economy System" is not reflective of the true Wasatch Front and Wasatch Back economy. The economy system focuses on tourism and prioritizes growing tourism. The economy of Salt Lake City is much more diverse and should be reflected in the goals and vision of Mountain Accord. I am concerned that the Mountain Accord has become a "transportation" plan to benefit moving tourists between ski resorts.</p> <p>I strongly oppose an interconnect between the environmentally sensitive Cottonwood Canyons and Park City including tunnels, rail, enhanced roads, and aerial lifts. Tourists do not come to Salt Lake City and Park City to ride unnecessary and gimmicky aerial lifts or rail interconnects. The environmental cost of such interconnect is significant. The loss of dispersed backcountry experiences is significant with such an interconnect. The economic benefits of such an interconnect are over stated and benefit a select few.</p> <p>I support an enhanced bus-based transportation for the Cottonwood Canyons and oppose any rail options for the Cottonwood Canyons. The Cottonwood Canyons are extremely sensitive environments, and I am concerned about the impact of rail on Little Cottonwood Canyon. I support actions and fees that would encourage bus use and discourage auto use in the Cottonwood Canyons. I support user fees that would benefit preservation including private land transfer.</p> <p>I support private land transfers to further preservation actions in Grizzly Gulch.</p> <p>I oppose further boundary expansion of ski areas in the Cottonwood Canyons. A balance between resort, backcountry, and land preservation has been reached in the Cottonwood Canyons.</p> <p>I support further consideration of rail and enhanced bus options serving the Airport to Park City area via I-80 corridor. It is practically impossible to take public transportation from Salt Lake City to Park City.</p> <p>I support further consideration of bus rapid transit and light rail along the Summit County connectors.</p>	Salt Lake City, UT	5/1/2015
<p>After careful review of multiple stages of the Blueprint, I feel that I must make my voice heard on this issue. I have lived in the SL Valley for nearly a decade, and have spent much of my time enjoying the Wasatch. I have also watched privatization of our natural resources happen with regard to our rivers and streams, and I fear that by compromising the values of preservation within such a treasured and highly frequented resource as the Wasatch, we will be setting ourselves down a path that is regrettable in 30, 50, or 100 years from now. That is not to say that I disagree with the blueprint in its entirety, as there are still many aspects of it that I find favorable, particularly the use of a Mountain Rail. However, I must say that the sentiments expressed by the Wasatch Backcountry Alliance are congruent with my own views, and at this current juncture I cannot support the Mountain Accord Blueprint.</p> <p>Please consider the WBA letter as though it were my own:  <a href="http://wasatchbackcountryalliance.org/2015/02/12/wasatch-backcountry-alliance-official-response-mountain-accords-cottonwood-task-force-blueprint/">http://wasatchbackcountryalliance.org/2015/02/12/wasatch-backcountry-alliance-official-response-mountain-accords-cottonwood-task-force-blueprint/</a></p>	Salt Lake City, UT	5/1/2015

<p>Although they are coming in at the last moment, please accept my personal comments on your process and evaluation of alternatives as you make what will be a most important decision on the future of the Wasatch we all enjoy and utilize. I'm writing free-hand and without notes and "suggested bullet points" from any interest group involved in the process, so this is all from the heart and based on my personal experiences in the Wasatch over the years.</p> <p>I'm 51 years old and grew up in Cottonwood Heights between the Cottonwood Canyons. Since I was a kid, I've hiked throughout the canyons for the sheer pleasure of getting away, at first from adults, and nowadays from my busy work life. I use the canyons for escape and to find a place I can enjoy away from my urban existence. I use them to get in touch with my drinking water source, to observe and somehow bond with wildlife, to recreate in the form of snowshoeing in the winter and hiking in the summer, to breathe clean air, and most of all to get into the wilderness our predecessors so wisely set aside.</p> <p>I believe the most important thing you should consider in your evaluation and decision making is the expansion and addition of more wilderness areas. Wilderness is the reason we have a clean drinking water supply for our growing citizenry. Without designating what wilderness we have back in the 1980s, we could very well be facing a lot more development in the canyons today which would be placing an increased risk to our quality of water due to sedimentation that comes with development as well as water quantity from those extra canyon users. Without designating those wilderness areas back then, we would have no places where the ski resorts didn't punch their lifts into quiet winter back bowls in our canyons. Without wilderness we lose the opportunity to challenge ourselves against nature right outside our own backyard. Without wilderness we become less human. Just knowing that it's there is good enough for me -- I don't have to go there and make use of it -- it's valuable simply as idea, or as Wallace Stegner wrote in 1961, "It's part of the Geography of Hope."</p> <p>I'm a preservationist and I think your decision should place preservation and conservation above all other factors. We only have one group of mountains outside our urban area -- losing more portions to development is a permanent decision that can't be reversed. The forces of development will always have an interest in growth, but through this process, you can hold that growth to the 2015 level, which is already enough. To the forces and interests who wish to make our mountains an even larger industrial playground so they can use the mountains as they see fit, complete with trains, gondolas, tunnels, One Wasatch, etc. I say enough is enough. We've already endured years of ski industry dominance of our canyons. They are responsible for the increased traffic and problems associated with even more industrialized growth in the canyons -- your decision on Mountain Accord shouldn't make the matter worse. Yes, I favor limitations on development and growth of the ski resorts and whatever plans they have to continue "building out" their infrastructure that caters to the wealthy. They have enough already. We don't need to "compete" with European resorts as a destination. Let Europe be Europe, and let Colorado and Vail, etc. be themselves. We don't have to cow-tow to moneyed interests just to be big like those other places. Utah resorts should be unique, small and cater to that audience. You don't have to agree to their wishes and demands and I urge you to err on the side of caution and conservation. It's a decision your grandchildren would appreciate.</p>	Salt Lake City, UT	5/1/2015
<p>I am a 20 year resident of Salt Lake City and have spent hundreds of days recreating in the central Wasatch. My favorite activities include backcountry skiing, backcountry snowboarding, snowshoeing, mountaineering, climbing, hiking, and backpacking. I also do enjoy the amenities of the local Wasatch resorts and usually spend a couple of days riding the lifts each season as well. However, my main interest is in self-powered activities that allow me to experience the wildness of the Wasatch. I am very concerned about the continual, encroaching development in the Wasatch. I have read the Mountain Accord documents and kept abreast of the process and would like to provide my comments.</p> <p>I strongly disapprove of any plan to provide an interconnection between Big and Little Cottonwood Canyons and Park City. I strongly disapprove of the construction or expansion of any new roadways or tunnels to provide an interconnection in the Wasatch. My concern is that there will be significant impacts to the environment and the remaining wild character of the central Wasatch. There would be significant impact to dispersed user group. So much of the central Wasatch is already developed and subject to motorized vehicle use. I strongly support keeping the central Wasatch free from further development of any interconnect, as this will have significant immediate impact, and the cumulative long-term impact is unknown.</p> <p>Thank you for considering my input into this process.</p>	Salt Lake City, UT	5/1/2015
<p>I have provided comments before at gatherings and I was told to repeat those comments to ensure that they are recorded.</p> <p>These are my comments regarding the Mountain Accord Plan proposal:</p> <p>In general, the Plan appears to be overly costly and assumes the availability of funding. There is a limited amount of government public projects money available that should have created a more realistic project plan. If one billion is somehow acquired to build the tunnel and cog railway, then other mass transit services in the Salt Lake Valley will be hurt. That has happened in the past. In addition, these projects should compete with other projects with respect to cost effectiveness (cost per passenger) of transit. Note that some cog railways in the U.S. charge \$30+ per passenger and that is on top of the project cost. That cost is unreasonable and an inefficient use of funding.</p> <p>Also a cog railway will probably be electric due to the residents' concern about noise in the canyon. That will require power lines and rail power lines that will destroy the views of canyon visitors.</p> <p>Widening the roadway would provide a better and more cost effective way to get people up and down the canyons. Widening the shoulders for bicyclists would also help safety and be more cost effective than making the bike lanes able to handle big vehicles. Shoulders don't need to have a thick construction and can have deeper ridges to warn drivers if they are going onto the shoulder/bikeway. Bus service needs to be available year round and not be special for skiers. The canyons get visitors all year round. Buses should allow/encourage more bicyclists.</p> <p>Instead of big projects, simple and cheap proposals are a better and more realistic way to plan this area's future.</p>	Salt Lake City, UT	5/1/2015
<p>I grew up in Salt Lake City and have spent a lot of time in and around the Wasatch canyons, and particularly Little Cottonwood. As a resident of downtown Salt Lake City, I value the Wasatch for its watershed, recreation opportunities, and open space. I believe that Mountain Accord can have a very positive impact on the Wasatch and surrounding communities. While I largely agree with the overarching goals and actions within the Blueprint, there are three areas that I am particularly concerned with:</p> <p>1) Proposed connection over/through Grizzly Gulch</p> <p>Part of what makes Little Cottonwood Canyon, and particularly the town of Alta unique, is its relative isolation. I'm concerned that a tunnel through the top of the canyon into Park City will turn Alta into an extension of Park City. I believe this would be a detriment to the unique heritage, culture, and character of each community. Furthermore, from an environmental and watershed protection standpoint, I'm concerned that a tunnel would increase access to an area that is already highly visited. There is a benefit from both an environmental protection as well as user experience to limited access.</p> <p>Regarding a proposed lift over Grizzly Gulch, I am also not in favor. Lifts could be a considered a means of transportation (to the elite few who can afford lift tickets) maybe 5 months out of the year. I am concerned about the limits of this as a viable transportation alternative, but more so for its impact on the environment and viewshed. For the remaining six months out of the year, we are left with an unsightly lift line that will be visible even far beyond the Grizzly Gulch area. I think we would be giving up too much in the way of open space, and the outdoor experience, by allowing a new lift in that area.</p> <p>2) Mode of public transportation up LCC</p> <p>I support a bus rapid transit system over a train. As a Salt Lake resident I would love to have a reliable and quick public transit option up the canyon. I'm concerned, however, about the cost of a train as well as the inflexibility of a train. A train requires a significant investment in infrastructure, in time, money, and space. Studies show that bus transit systems are a fraction of the cost of a train and may be quicker to implement. I would prefer to see an investment in a bus system, with money spent on marketing the bus system to override apparent bus stereotypes.</p> <p>3) Proposed land swap between Forest Service and Alta Lifts Co.</p> <p>I am in favor of a consolidation of lands, particularly if it includes more wilderness or other land protections for the Wasatch as a whole. However, I have many concerns about the swap between the Forest Service and Alta Lifts Co. entirely benefitting the lift company. I believe that if a town center is truly to be created, a portion of that land MUST be dedicated, within the swap agreement, for public purposes that benefit the community and its year round visitors. Lands must be dedicated for public use as a covenant running with the land. In particular, if we are trying to encourage use of public transportation up and down canyon, then there needs to be some sort of PUBLIC infrastructure to support that. I'm concerned about visitors and residents being priced out of access to the Alta area if the new infrastructure is designed to attract high spending out of state dollars. It is the Town of Alta, where Alta Lifts Co. is just one of other businesses, not the other way around.</p> <p>And finally, keep Alta unique by not trying to compare ourselves to the Alps. We are a unique experience in and of itself.</p> <p>Thank you for all your time and effort with Mountain Accord.</p>	Salt Lake City, UT	5/1/2015

<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Salt Lake City, UT	5/1/2015
<p>Thank you for the opportunity to comment. I have skied the backcountry in upper Big Cottonwood canyon and the Brighton resort sidecountry since the late 1970's/early 80's, and have hiked and occasionally camped in the central Wasatch during that same timeframe. In those years, much backcountry of near-wilderness quality has become lift-served, developed terrain for the expanding ski resorts. It is my opinion that the resorts should not be allowed to expand beyond their current boundaries. So much backcountry has been lost already, and the trend today is for more - not less - dispersed, backcountry use.</p> <p>In particular, I oppose ski resort incursion into Grizzly Gulch, the Mt. Wolverine/Tuscarora/Catherine's Pass area. The often proposed interconnection of all ski resorts into one European-style conglomerate of resorts has value only as a marketing gimmick - an unnecessary one at that. The small central Wasatch (50 x 10 miles) is not the expansive Alps or the sprawling ranges in Colorado and California, and is more sensitive to development pressures and negative impacts. We have a unique and outstanding skiing experience here, and visitors can enjoy our several distinctive and world-class resorts best individually and separately while protecting the environment and watershed from the destructive impacts of a One Wasatch-type development.</p> <p>Transportation to, from and within the canyons is a critical component to the Blueprint. I support improved bus transit in the Cottonwoods, perhaps a bus rapid transit system in Little Cottonwood, and improved transit options between Salt Lake City and Park City. I oppose rail and tunnel connections between (among) the canyons and the Wasatch Front and Back. I would also urge the planning process to look more closely at what can be done to get people to the mouths of the canyons via convenient transit. As a resident of the Avenues, it is particularly frustrating that I must travel by bus downtown, then TRAX to 7200 or 9000 South (and blocks west of US 89) before boarding the bus up the Cottonwoods (which takes a total travel time of about 1 hour and 45 minutes one way). This compels me to drive to the canyons. Surely there can be a better system to move people along the eastern edge of the valley!</p> <p>There is much to commend in the Mt. Accord process to date, particularly some of the proposed land exchanges, the commitment to maintaining the watershed and water quality, additional federal protections for some areas, additional trails, and more. I look forward to continuing to engage in this process as it goes forward.</p>	Salt Lake City, UT	5/1/2015
<p>To whom it may concern,</p> <p>Much of the congestion in our Canyons is caused by single drivers bringing their vehicles up with no passengers. I would like to propose a system that would encourage two people or more per vehicle in the highest use periods.</p> <p>Current travel in our state encourages drivers to have a passenger to gain access to our express lanes. We also impose chain restrictions and even close the Canyons due to weather and avalanche danger. Could we start the discussion of restrictions...or better, incentives to encourage drivers to have a passenger. Coupons for a free hot chocolates or coffee given out by parking attendants is a simple idea.</p> <p>We are imposing 4 wheel drive and chain restrictions. It seems like a station at the base of the Cottonwood Canyons is a reasonable option to control safety and congestion. A "travel station" that oversees safe travel up the canyons and possibly imposes a small single driver charge per vehicle could be installed.</p> <p>Thanks for your consideration and the opportunity to present some constructive input.</p>	Salt Lake City, UT	5/1/2015
<p>Hello Folks,</p> <p>I'm a 23 yr resident of SLC with local family dating back 80+ yrs, the changes we've seen are unsettling and profound. I've three comments:</p> <p>I find it literally insane to consider connecting Big, Little, and PC with roads and tunnels. Why? Doing so will only increase cars in the canyon. These are destinations in and of themselves. There is no compelling need to create an auto "circus" loop. We need to reduce the number of cars heading up the canyons each day. How? It is really simple folks. 1) Put toll booths at the head of Little and Big, charge \$20 per car. 2) Increase bus service in the canyons using the toll funds to subsidize the fares. 3) Provide businesses in the canyons with toll vouchers to cover some but not all the cost. There is strong precedent that this will work. For example, the toll booth at the head of Millcreek has done wonders for the canyon. It turned it from a trashed teen hangout to a recreational paradise. Why isn't this one of the proposals for the Mountain Accord? Look at the bus services in the NPs, e.g. Zion or Yosemite. Fantastic! Time to get serious folks and stop this nonsense about trains, tunnels, and trams. Less is more.</p> <p>As far further backcountry encroachment/ ski resort expansion, one word, NO! There's already too much. The resorts need to shrink, not expand.</p> <p>Lastly, money corrupts; in business, politics, and in projects such as this. Accepting funds from the big businesses you're aiming to regulate is a direct conflict of interest. Your intentions may be good but I have no trust that you will be able to do the right thing. Stop accepting funds from stakeholders! ☹</p>	Salt Lake City, UT	5/1/2015
<p>Dear Forward-thinking Planners for the Great Natural Bounties surrounding Salt Lake City:</p> <p>It is GREAT to know that some Thoughtful folks are looking ahead to plan for the disposition of our GOD-Given Natural Resources: Mountains, Rivers, Watersheds, Forests, Wildlife...and ski-slopes. May we have the wisdom to know and respect their eternal values, especially in a world of changing climate. May we understand that burgeoning HUMAN populations can overwhelm the capacities of our lands.</p> <p>There must exist good data on the existing capacity for ski visitation: transit to the ski slopes, lodging and feeding of visitors, slope occupancy that maintains maximum enjoyment. The ski industry seems to be pushing for ski-expansion: dollar signs glitter in the sunlight. Considering the widely acknowledged forecast for diminishing snowfall, perhaps it would be wise to delay ski expansion until the changing snow forecasts settle into a clearer pattern.</p> <p>The same constraint leads me to feel that dramatic changes in transportation are inappropriate and likely to destroy the quiet and natural outlook of our scenic canyons. Possible bad impacts on the watershed as well. It would be a big improvement for everyone if a fleet of mid-size electric or gas-powered busses would serve the canyons on a schedule adapted to times of most demand.</p> <p>In the interest of preserving, as much as possible, the natural values of our mountains/lakes/streams/trails, I would opt for as little development as possible. There are large swaths of foothill/ canyon-entry lands that have been developed with housing and business opportunities. Also substantial ski-related development. Let us fully value the unspoiled back-country of our mountains and mountain-tops. It cannot be restored, once it is de-natured.</p>	Salt Lake City, UT	5/1/2015
<p>To Laynee Jones, Project Manager, Mountain Accord. May 2, 2015. Laynee, I'm the guy who, impressed with your executive committee panel at the SLC Public Safety Buildign a few weeks ago, said I might call. I ntalking with others and exploring your web pages, I am even more impress with the importance and challenges of your project. I am also concerned that taking your time might not be the best use of that time. So I am not calling, yet will try to helpful: e.g. I found several legislators thinking the Mountain Accord to be a reincarnation of Ski Link, a misunderstanding I hope to have corrected. My warning about Robert Moses, described in Robert Caro's biography, was incomplete. Our brief discussion emphasized the importance of his timing in building the recreation and transportation infrastructure for the NYC metro area. He was superb in starting projects in ways that communicated their potential and thus built support for furthering his project. I mentioned that his success in gaining support and power would not (well, should not) fit today, but I did not explain the inadequate disclosures he made of full costs, before committing to them, nor his other less-than-transparent financial schemes. So while the book reveals the importance of timing, it is a warning about abusive public leadership. In my feedback to the Proposed Blueprint, I picked up on our discussion of building, not reducing, future options in planning long-term programs. Cost/benefit analysis should include total costs (operating and construction); it should also reflect uncertainties about the future (in a way, consistent with the typical upward-sloping yield curve of investment analysis). But selecting the discount rates becomes increasingly arbitrary as it becomes increasingly critical. Sensitivity analysis can help reflect upon uncertainties of the future as well aww uncertainties of financial calculatons, but not enough to make benefit/cost analysis a substitute for thoughtful judgment; B/C is best used to inform, not replace, judgement. This seems especially true in comparing options when uncertainties and flexibilities are important. Careful judgement also is more likely to consider how infrastructure generates its own (not necessarily desirable) demand - a lesson well understood and used by Bob Moses). With High Hopes for your work,</p>	Salt Lake City, UT	5/2/2015

<p>Clearly a lot of time and effort has gone into this effort. It is not the first. In the 80's I attended public meetings regarding development within the Canyons to facilitate an Olympic bid. I was one of a few attendees who did not have an economic interest. Proposals were eerily like the Mountain Accord and included interconnecting tunnels, elaborate traffic patterns, snow sheds, etc., all in the name of the Olympics. Mainly as I recall because of water issues these plans were scrapped and the Olympics were staged without impacting the Canyons. This proposal suffers from the same weaknesses. While lip service is given to recreational opportunities and the environment, it clearly is drawn to fit the ambitions of the resort skiing industry. This is a seasonal industry whose season - Winter - is being shortened by climate change. There is a credible body of science that support the notion that this may not be a short term phenomenon. It is also an industry that caters to a small portion of the populace both nationally and local. This is simply a question of cost as the \$100 lift tickets is becoming common. I have been a frequent visitor to the Wasatch Mountains since the 70's. While I was first attracted to the skiing, I have learned to appreciate the year around attributes of this unique resource. In some respects the Summer and Fall season are just as enjoyable as the Ski season. For me it is what make Salt Lake City unique. Notions promoted by the Ski industry such as One Wasatch fail to recognize this uniqueness and its ability to provide for a broad section of the populace be it water, physical beauty, or just a place to escape from urban development along the Wasatch front. To compromise these attributes to satisfy the wants and economic goals of a few is simply misguided and should not be allowed. Admittedly the roads into the canyons are sometimes quite congested, it is most often the result of attractions such as "Powder Days." To try and meet this demand which often is gone by noon does not make fiscal or physical sense. It should also be noted that dogs are prohibited - rightly so - in certain canyons to protect the water quality. Yet this proposal envisions the canyons being a construction zone for many years which will certainly have a negative impact on water quality for generations to come. While there is no doubt that something should be done to deal with the impact of urban growth this proposal is inadequate for the reasons cited. Plans should be developed that retain the unique aspects so it can continue to be enjoyed by a cross section of the population and not just those who view it as a place to alpine ski. am a bit skeptical of request for comments on what seems to be a done deal. Hopefully this skepticism is not warranted in this case.</p>	Salt Lake City, UT	
<p><b>MOUNTAIN ACCORD—A TALL TALE</b>  A Utah politician decided to take a week-long fact-finding trip with one of her constituents, a fat Wasatch wasp, up into the mountains just beyond the city. Each day the wasp flew out and miraculously returned every evening to where the politician waited in the shade of the aspens. They shared telepathically:  --Only sun, cloud shadow, fragrant breeze, flower, trickling water, flower, bird, flower, moose, my own buzz...  --I wait for you all day, the aspens rustle in the breeze, and I'm not impatient. Nothing happens. No ground is cleared, no materials are trucked in, nothing is built, no deals are made, no money changes hands...  After a time, the politician realized that she found herself in a sort of wireless hot-spot, and was now logged on to the primordial frequency. As she continued to download, she breathed in deeply and smiled...the bandwidth was huge.  When they got home, the politician had finalized her mountain accord position. The wasp voted for her...but a final tally is not yet in.</p>	Salt Lake City, UT	
<p><b>To Whom it May Concern</b>  I live near the mouth of Millcreek Canyon in SLC; have been a resident of Salt Lake Valley for the past 30 years. I am a practicing attorney, a long time canyon activist and one that has hiked, climbed, skied, and for the past 20 years, backcountry skied in the Central Wasatch. During that process I have been involved (at times) with each of the principals of the 4 resorts in the Tri-Canyons. I've been involved with appeals of US Forest Service Decisions relating to those resorts and connected with countless interest groups over the years that are "involved" in the canyons. (City, County, Land owners, business owners, UDOT, ski resort and a host of USFS staff. Helicopter operation, resort skiers, backcountry skiers, mountain bikers).  <b>ADMIRE</b> - There are many things to compliment in the Mountain Accord and, as often recounted, there is (might be) a unique opportunity to strike a deal that could impact the public and the land and canyons for decades. I have been to two sessions, spoken with folk that were in Park City meetings, and spoken with some that were in meetings with Resort directors. In all cases though, I felt there was a major pause in having organizers actually get a direct pulse of many in attendance at gatherings. At Skyline for example, after chatting with over 100 people, I heard NOT ONE comment that endorsed a RAIL Line up Little Cottonwood Canyon (to Alta or into Park City). Not only was there NO endorsement, but there was one passionate call (from all) in opposition to the idea, and opposition to funding any plan that looked into the idea. At work, a partner said, "The rail would work in Little Cottonwood Canyon, but only if it displaced the current road system that goes to Alta; otherwise it would pretty much wreck the narrow corridors of the canyon." This general theme of "overwhelming opposition" to the rail line was felt, but it never translated back to the media, to UDOT, the City or the Executive Board. Many said to me - and I feel the same - that it would be "reckless" to first study the idea, and then secondly ram the idea down the public's throat because there was support (here and there). Millions wasted when alternative bus transit systems and parking, vans for resort workers and changes in vehicle ridership (3 in a vehicle) required in the winter. The other annoying albatross that showed up (in the background) is that Wasatch Powderbird gets free reign all over the Wasatch - with no changes - and that the resorts, particularly Alta and to some degree Snowbird, are holding the public hostage - "put the rail line in or else, we won't give anything else up." This is in the background and behind the curtain that the Executive Committee, for example, doesn't want the public to know about. Why? I have NO idea.  <b>INTERESTS and CONFLICTS.</b> Winter Carrying Capacity (in the Tri Canyon area) as it relates to ski resorts, has been the lynchpin of most USFS planning documents I have seen for the past 3 decades. Decades ago planners said carrying capacity had maxed and that no more "resort expansion" or development should issue." But in the face of this analysis, more expansion took hold each decade, more building and more promotion. And each time "carrying capacity" was brought up, a new analysis always gave it stretch and said, oh, the Canyons can take more. And then on the Park City side, mostly void of USFS land, the resorts leaped up to ridgelines (the Canyons) and the Forest Service did nothing and canyon carrying capacity never got a whisper. And then more background, the winter resorts slowly, incrementally (except for youth at Brighton) priced middle America (Utahan's out of the ski/board market. Ski Utah doesn't mention it, the resorts don't mention it and the Mountain Accord Blueprint says nothing about it. And then the Mountain Accord, with great adulation pats itself on its back with it's "unprecedented collaboration" and yet forgets to tell the public that the resorts are (figuratively) holding a gun to the preservation activists heads; and where was the collaboration when Wasatch Powderbird Guides was simply given a "pass" in the process. Amazing really, all the hoopla and hype and the leaders of the band, afraid to disclose and display the \$ behind the UDOT rail line, and the money and leverage behind the resorts, ski Utah and Vail.  <b>Land and Open Space Protection.</b> I would love to see wilderness area expansions, public purchases of private land and wilderness expanded to include the (currently excluded) donut hole in Millcreek Canyon.  <b>Short of Wilderness,</b> I have little/no hope that other designations would hold firm for a decade or more. Politicians would squeeze the USFS who would cave to the resorts and lift lines and towers would spread. One Wasatch would zip up both Big and Little Cottonwood Canyons right on over to all the industrial zones on the Park City ridgelines. People, politicians not really connected to these places (canyons) could care less. I do, the canyons are many home, and it makes me sick when decade after decade, greedy humans, screw them up.  <b>Recreation Trail network.</b> Good job here, but be careful and distinguish new mountain bike routes vs. strictly foot path routes on any new ground outline in the canyons. The two human interest groups need to be separated at times.  <b>Economic and Recreation Centers.</b> I don't think the Blue Print needs to outline what is basically already obvious to most of the public. It's fine to display and outline them on maps, but it's not the responsibility of the USFS, the County, the City and the Mountain Accord to "play doctor or accountant" to the business interests. that rise and fall depending on market conditions. And if resorts continue with escalating rates, and snowpack annually diminishes, then why should a support line be thrown to group that never wished to be a player in compromise.</p>	Salt Lake City, UT	3/17/2015
<p><b>Transit Connections</b>  1. More winter busses up Parleys in the Winter. I have no objection. Demand, supply, needs and interests of traveling public and business in Park City?  2. Shuttle up Millcreek Canyon. A big yes, I would support that.  3. More, better, smaller winter busses up Big Cottonwood Canyon - yes, fine  4. Rail Line up to Alta, to Park City; A resounding NO, NO, NO!  * Winter traffic in Little Cottonwood Canyon is a mess. For decades, NOBODY wanted to take control. Resorts have done nothing or little to alleviate problems, traffic planners have put I parking areas at the bottom, (yes), but so many of the public wish to drive vehicles. More down canyon parking spots, more frequent busses, smaller busses at times, some year round busses. The rail line study and plan should b scrapped.  <b>Compliments.</b> When I've been at programs I've felt there has been much to compliment. Many/most of the organizers and presenters are concise, well versed and seemingly familiar with some/much of the nuance of the canyons. And there seems to be a heady roll of energy to accomplish something. If the Wasatch were Colorado, this would be a different game. The Wasatch though, such a thin line of ridges and canyons, with urban forests getting squeezed. To me it's an easy game, call a time out to much of the planned development and preserve for generations, as much land as possible. In the current resort boundaries, there will be a mix and match of various changes over the years - I guess this is palatable. Lift lines though to Flagstaff Peak, to the pass between Alta and Brighton, One Wasatch, Rail Lines, more development and resort expansion. These are dark dreams and messages of folk that are not of my band or tribe and they care not one whit for the integrity of the quiet, still and majesty of so many corridors in the canyons. Sail on organizers, sail on. Push the rail line, and many/most of us are going to jump of the boat and start pushing back. And if resorts, and even Powderbirds, won't move, then why not slap large swaths of Wilderness all around them, and then tell them to keep still. Nature has it's ights too, to be "untrammeled and unfettered."</p>		

<p>To whom it may concern:</p> <p>Below are my comments regarding the mountain accord blueprint:</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>• The bus system should first be made usable. This means that busses should be available more often, more parking should be available at the mouths of the canyon, and parking at the ski areas should cost money.</li> <li>• Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>• No lanes should be added. This will only increase pollution, traffic, and overall impact.</li> <li>• Charging a per-vehicle fee - either via a daily fee or an annual pass – would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses that also drop off and pick up passengers in the backcountry.</li> <li>• Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be eliminated.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>• At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>• I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>• I am in full support of a train/light rail system linking the Salt Lake Valley with Park City and heading up BCC and LCC.</li> <li>• The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>• I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>• The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill until the tram runs and then it becomes downhill).</li> <li>• Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>• LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>• I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>• I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>• I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>• I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>• I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>• I am not supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>• I support enabling the ski resorts to utilize more water for snowmaking</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>• the Blueprint is not specific enough for me to comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</li> <li>• I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>• I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>• I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> </ul>	Salt Lake City, UT	3/20/2015
<p>My Mountain Accord Comments:</p> <p>Overall Perspective On Canyons Use: With a million plus people living in or near the Salt Lake Valley, the Canyons should be looked at as an escape from the urbanization and development in the valley, not as a source of economic development. The future actions concerning the Canyons should be based on what is best for the Valley or Canyon residents, not what is best for out of the state visitors or the resort owners and developers. The central Wasatch Mountains actually encompass a very small area and when more land is lost to development it severely impacts the majority of Canyon users.</p> <p>Transportation: The proposal of a light rail or cog railway system in the Canyons should not even be considered. The main traffic problem in the Canyons is limited to a very short time in the winter months. The cost of the system would be many millions of dollars, would require a massive taxpayer subsidy, and would possibly only benefit a small number of people. The money required for this would be better spent to develop a better transportation system in the valley which would be of year-around use and would benefit a far greater number of people. A right-of-way for this is also not feasible because of the narrow canyon and the creeks in the canyon bottom. If the system was built it would be a major blight on the scenic beauty of the Canyons. There is no extra room along the existing roadway. The road shoulder for bicycles need to be expanded, and there can be no loss of the existing recreational parking areas, hiking trails, and access points along the highway.</p> <p>There is no need for and no taxpayer money should be spent to subsidize a link between The Canyons or to Park City by way of tunnels or a year-around access road. Local residents do not need this and it would only possibly benefit the resort owners. Helicopters can provide emergency medical rescue in case of access blockage in one Canyon. Tram lines or a chair lift system is also not necessary and would be of a possible benefit only to the resort owners and this would be mostly from a marketing perspective. Grizzly Gulch, Catherine's Pass, as well as land on the Brighton side, is very heavily used year around for hiking, skiing, and snowshoeing. Any road or other chair or tram system would greatly distract from the beauty and solitude of this area, and would severely restrict or limit the way the area is presently used. A road connection between the Canyons would also tend to increase Canyon traffic, not decrease Canyon traffic.</p> <p>There is also no need for a link between the ski areas by way of chair lifts, or a tram type system. The ski areas can operate as they are now and be economical viable without this link. It should also be noted that these ski areas were purchase or developed based on their existing or approved plans. They did not purchase or develop their resorts based on a promise of a future connection to other ski areas. This would also be blight on the scenic beauty of the canyon and would mostly likely be a ski area expansion because over time there would be a way for the resort skiers to exit along the way to traditionally backcountry ski areas.</p> <p>The bus system is the best solution to any transportation problems in the Canyons. To encourage more people to use the bus, there needs to be more parking near the mounts of the Canyons. The existing parking lots are all full on the weekends or when there is new snow for skiing, or on Holiday weeks. The only large area of undeveloped land for a parking lot is the gravel pits along Wasatch Boulevard. Negotiations should be begin IMMEDIATELY to secure this area for a future parking lot that would hold 1000+ cars. If this area is lost, it would severely limit the options for more bus use in the Canyons. There may be other land areas in the county that should also be considered for additional Canyon parking. Another way to encourage more bus use would be to subsidize the cost of bus fares. This would be only a small fraction of the subsidy required to build a light rail system. There should be some consideration given to the expansion of bus service to serve the Canyons year-around or in the summer months. With the number of full time residents in the Canyon there would seem to be a need for service all of the year. During the summer season, the parking lots are often full, especially on the weekends and holidays, and bus service would help to reduce cars and provide more people an opportunity to get access to the trailheads and recreation areas. Mill Creek Canyon also needs summer bus service on weekends and holidays. The parking lots here are often full and the traffic in this narrow canyon is excessive. People cannot use the Canyons if there is no parking available or bus service to the trailheads or recreation areas.</p> <p>With the growing number of bicyclist on the Canyon roads, there needs to wide shoulders on both sides of the road to help provide safety for the bicyclist and to prevent accidents.</p> <p>Economy: We do not need more development in the Canyons to have good economy for the residents of the Valley and the Canyons. The resorts were purchased or developed based on the existing operations or approved plans, not on the promise of future expansion out side of existing boundaries. They are economical viable as they are or there would not be people willing to make recent purchases and make offers to buy the properties. The expansion of the economy should come from development in the Valley and not in the Canyons.</p>	Salt Lake City, UT	4/29/2015

<p>Resort Expansion and Development: My comments on this are partially covered in Transportation and Economy. With resort lift tickets in the \$75-\$100 range, the vast majority of families and individuals living in the valley cannot afford to visit the resorts for winter recreation. The resorts are serving only a small percent of the local residents. The recreational growth in the Wasatch is from non resort based recreation. The developed ski area skiing has been flat or in a decline and other forms of winter and summer recreation have greatly increased. It should also be noted that based on sales figures, downhill ski gear has decreased while backcountry ski gear and snowshoe sales have been up sharply. This would indicate that more of our land base should be used for non resort based recreation opportunities. Over the past several years there had been a loss of many traditional backcountry ski and snowshoe areas. There has also been a de facto expansion of the ski areas by allowing resort skiers to exit the lifts into traditional backcountry ski areas. Hikers and other users of the Wasatch should be able to enjoy the natural beauty of the Canyons without having to hike under or view lifts or tramways. There should be no further expansion of ski areas outside of their boundaries.</p> <p>There is no need or justification for more resort lodging or other base area development. We have a more than adequate supply of good lodging and dining establishments in the Valley within a reasonable distance from the Canyon resorts.</p> <p>Recreation: This has also been partially covered in the other sections. The trail system in the Canyons need some expansion in to some more areas to accommodate the increased number of hikers and to increase the opportunity for loop hikes. The opportunity for people to use our Canyons is also being impaired because of the lack of parking and public transportation at many of the recreations areas and trailheads. It should also be noted that there needs to be a lot better maintenance of the existing trails. A number of the trails in the Wasatch are eroded and treacherous and are unpleasant or difficult for a lot of people to walk on. Along the Wasatch front, there needs to be more access to our public lands. Many of the private land owners and developments have closed traditional access to the public land. Before any development is even considered, the public access to public lands should be maintained. There also needs to be more trail development in the public lands along the Wasatch Front. The Utah Congressional Delegation needs to secure more funds for the Forest Service to fund this and to maintain all our trails and recreational facilities. The funding cannot be flat or decrease when the demand on the resource is increasing. Local or County funds or some type of user fees may be necessary to assist in this.</p> <p>thank you for the opportunity to comment,</p>		
<p>I have lived my entire life in Salt Lake City and the vast majority of it has been centered around exploring, recreating, and working in the nearby mountains. As a professional skier, as well as active runner, hiker, mountainbiker, climber, and camper, I have had a chance to explore many areas throughout the range and see them from a number of perspectives, as well as watch the explosive growth of usage and traffic for all these activities and many more over the years. It is quite obvious that we have reached a point at which we have to actively plan and manage the recreational, business, economic, environmental interests and access within the canyons, or risk losing everything that makes the Wasatch so special for so many people. These are some comments on the "blueprint" put forth in the Mountain Accord process</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>• I recognize that the traffic situation in Little Cottonwood Canyon is both headache inducing and unsustainable on some winter days, and while I understand the impetus to promote a train to reduce the congestion and help with the transportation problem, I feel that the bus system is far from optimized. With proper implementation, the buses could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train and would be a far cheaper, more practical option. This should be implemented and tested long before such a high cost, high impact construction project like a train should be considered.</li> <li>• Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>• Without trying an optimized bus system using the existing infrastructure first, I feel it is impossible to justify major infrastructure changes, such as adding lanes or installing a train.</li> <li>• Charging a per-vehicle fee - either via a daily fee or an annual pass - could help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>• Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>• A tunnel linking LCC and BCC is not needed. Improved and optimized public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit. A tunnel is again, to much a high cost, high impact option, that places too much risk to a delicate ecosystem and watershed to consider without first attempting to optimize existing infrastructure for transit.</li> <li>• Tunnel connections would create more defacto resort side-country terrain, effectively increasing the resorts' footprints. It would also permanently alter the look, feel and accessibility of areas in the upper canyons.</li> <li>• The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>• Realistically, ski resorts would essentially be shooting themselves in the foot by installing lift connections by cutting off access to backcountry terrain, as backcountry skiing is one of the few areas of the ski industry that is actually growing, and fairly rapidly. Given that resort skiing and backcountry skiing are not mutually exclusive, and in fact, resorts skiers are increasingly looking to explore more "adventurous" sidecountry and backcountry options, the ski areas would be far better to capitalize on this market by promoting the easy access to out of resort terrain and even offering guide services. For all intents and purposes, the "One Wasatch" that all the ski areas want to create already exists and the resorts would be far better off to promote interconnect tours than to build more lifts and choke off backcountry routes and access points.</li> <li>• The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed, since NO ONE - including transit engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. This would require significant research and studies to answer these questions, and until such research is conducted this question is merely speculation and conjecture. The question</li> </ul>	Salt Lake City, UT	4/30/2015
<ul style="list-style-type: none"> <li>• At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>• I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>• I am in full support of a train/light rail system or bus system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>• I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>• The trails should be a mix of hiking exclusive, mountain biking exclusive (some designated downhill only), and shared (and/or with management techniques conducive to habits; ie snowbird's new trail being uphill til the tram runs and then it becomes downhill, as well as designated downhill only trails link with uphill or two-way access trails.</li> <li>• Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>• LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>• I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>• I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection. This is a major access point to some of the most high value backcountry terrain in the canyons, and resorts would be much better off to capitalize on the growing backcountry market/growing desire of resort skiers for a backcountry experience by leaving this terrain open, and marketing the existing pathways through the area to other resorts while offering guide services to less experienced users who want to take advantage as well.</li> <li>• I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>• I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>• I could be supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>• I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>• I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range -that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>• I support enabling the ski resorts to utilize more water for snowmaking</li> <li>• I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> </ul>		

<p>I do not support extraordinarily-expensive, taxpayer-funded “solutions” to “problems” that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</p> <p>Environment</p> <ul style="list-style-type: none"> <li>I am not an environmental specialist, so I cannot comment on the survey question: “does the Blueprint achieve environmental stewardship of the natural resources?”</li> <li>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>I am in favor of a re-forestation effort, particularly on the Emma ridgeline area.</li> <li>I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>I am concerned that the ski resorts are getting many of their desired “gets”, and their “gives” are more along the lines of “we are not taking as much as we could take”, at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>Therefore I do not support the “blueprint” (it should have been called a “proposal”) in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents’/stakeholders’ desires, if they are all willing to concede on some of their desires. This is an important process, that is well timed, and if executed properly could have a strong positive impact and help to maintain the beauty and value of our precious central Wasatch.</p> <p>Thank you, and I look forward to seeing the results of the next stage in the process.</p>		
<p>Dear Reader -</p> <p>When the Mountain Accord process was initially proposed I was optimistic. I fell in love with the Cottonwood Canyons in the early 1990’s and my passion remains strong. Yet over the last 25 years I have seen the impact of a dramatic increase in users despite the efforts of the Forest Service, Town of Alta, Friends of Alta and many others to mitigate said impact. Clearly something needs to be done. My comments address the following:</p> <p>Overview - the unique nature of the three primary core Wasatch areas of Park City, Big Cottonwood Canyon, Little Cottonwood Canyon Transportation in the Canyons Transfer of Private Lands to Public Entities Transfer of Public Lands to Private Entities Water Issues Cost</p> <p>Overview - The three main areas (PC, BCC, LCC) of the core Wasatch each have unique characteristics that offer both locals and visitors distinct and special experiences. We are not Europe nor should we try to be. We are Utah; let’s celebrate and preserve the special characteristics of each of the three areas. The mountain accord as proposed would destroy the individual character of each of the three areas; the combination of ready access via rail line and increased developable space in the base areas would create a much more homogenous experience across the zones. It seems to me the transportation plan was initially well-intentioned, but has been hijacked by development interests as a real estate development plan. I am in favor of a sensible transportation plan. I am opposed to a plan that opens the door for significant additional development in the Cottonwood Canyons and has the additional unfortunate consequence of diluting the unique experience offered by each zone.</p> <p>Transportation in the Canyon - We seriously need a transportation alternative to the thousands of cars that travel the canyons of the central Wasatch, but a rail interconnect is a bad idea. As described above it will result in a much more homogenous experience across the three areas. It also would take a long time to come to fruition and would be extremely expensive. Fortunately there are better solutions. Note again that a rail interconnect is extremely expensive. The cost is measured in billions of dollars and it will likely take decades to plan, approve and build. The problem exists now and needs to be resolved. Adding a dedicated bus lane in LCC would cost millions not billions and could be completed in years, not decades. Furthermore, our fiscally conservative congressional delegation should be - by nature - opposed to this extraordinarily high price tag at taxpayer expense.</p> <p>Transfer of Private Lands to Public Entities - The idea of preserving lands from future development is appealing. It would be a relief to be assured that the Grizzly Gulch Area and the Emma through Flagstaff Ridge in LCC would be safe from development pressures in perpetuity. Unfortunately transferring private lands to public entities would not create this assurance. Large parts of the existing ski terrain in the Cottonwood Canyons is on permitted public land. The political pressure to develop these areas would not cease as a result of the mountain accord and future Utah congressional delegations will likely find themselves pressured by the existing resorts and other developers to open up these public lands to additional development. The only way to assure these lands remain safe from development pressures is to have title in the properties pass to a not for profit entity like the Utah Land Trust. Otherwise the transfer will be a development delaying tactic and nothing more. I find this transfer to be a not-so-thinly veiled land grab that does nothing to protect public lands in the future.</p> <p>Transfer of Public Lands to Private Entities - Alta has retained its unique character over the past several decades through the dedicated efforts of the Alta town office, Friends of Alta, and the broad community of people who have come to love Alta for its relatively wild and undeveloped nature. Yet much is changing. We have seen Vail resorts take control of the Canyons ski area and take ownership of Park City Ski Area. We have seen Deer Valley acquire Solitude. Vail, along with other ski area operators, has figured out the formula to dramatically enhance shareholder returns by creating comprehensive base areas with a full range of services including lodging, dining, shopping and entertainment. The land swap as envisioned which would pass title of much of the land in the Alta base area to the Alta Ski Lift company would be an economic bonanza for the shareholders of the Alta Ski Lift company. It would also make the Alta lift company far more valuable to an acquirer like Vail Resorts who need developable land in the base area to build it out according to their model. This would come at the expense of the broad public who owns the area, through governmental entities, right now. However I do not think it is appropriate to provide an economic bonanza to a private entity at taxpayers expense. Additionally such a transfer would allow development space at the Alta base for development and acceleration of the homogenization of the three core Wasatch areas which I oppose. People from the world over travel to ski Alta for its legendary powder, and a great part of that appeal is the lack of sprawl that now envelops so many other ski areas.</p> <p>Water Issues - I am not sure what the political process was that resulted in Salt Lake City water district allowing the Alta lift company, as part of the plan, to acquire water for over 100 additional overnight accommodation units. What pressure was put on Salt Lake City water district to bring them to the table with this accommodation? The trend over the last 25 years has been less snow each year - thus less water available - and increased demand in the Salt Lake Valley as population has increased. We need to make intelligent choices with how we allocate this valuable resource, and in my view the Mountain Accord does nothing to address this serious issue.</p> <p>Cost - At present the cost estimate to build a rail system is in the range of \$5 billion. It is extremely likely that the eventual cost will be substantially greater than this amount given the scope of the project, the lack of detail on how the cost estimate was determined, and the reality that actual construction would be many years if not decades in the future. This is a lot of money. A dedicated bus lane would be far less expensive (millions, not billions) and could be built in a much shorter time frame. This would also provide an immediate address to air quality concerns as well as decreasing our carbon footprint in the short term. Additionally, the cost to taxpayers of the land swap would also be substantial. We all know that developable land is much more valuable than undevelopable mountainside. While I respect the Alta lift company and the individuals who manage it it is not appropriate to transfer such a valuable asset from public ownership to private ownership without appropriate compensation.</p> <p>Thank you for considering my comments. In principal I am in favor of the Mountain Accord process and will do my best to bring the process back into the light of day so that all stakeholders, which includes the general public, can influence the direction we take with this precious resource.</p> <p>Sincerely,</p>	Salt Lake City, UT	5/1/2015

<p>Dear Mountain Accord,</p> <p>I own a home within a mile of the mouth of Little Cottonwood Canyon in Granite, UT. In addition, I recreate in Little Cottonwood Canyon throughout the year rock climbing, mountain biking, hiking, back country skiing, and skiing at Alta Ski Resort. As a resident of the local area of the mouth of the canyon and a regular visitor to the canyon, I'm faced with the transpiration issues of the canyons on a daily basis.</p> <p><b>INCREASED BUS SERVICE AND SHUTTLE SERVICE</b></p> <p>I'm in opposition to the rail alternative presented as part of the Mountain Accord Blue Print. I do not believe the rail alternative is the best option available. Within the "Mountain Accord Transportation Corridor Purposes and Alternatives", Alternative F for Increased bus service is dismissed. It is described as:</p> <p>F. Increase bus service in mixed traffic up Little Cottonwood Canyon. This alternative would meet the purpose of reducing avalanche-related risk and delay (assuming that it would include construction of avalanche sheds in Little Cottonwood Canyon) but would fail to meet the other 13 purposes.</p> <p>I would like to present my own analysis of the transportation "Corridor Purposes" comparing increase bus service and shuttles verse a rail. I would like to start by adding one Corridor Purpose which must be considered as part of the purposes: A. Is the Alternative Economically Feasible for the citizens of Utah.</p> <p>1. Protect watershed health, water supply, and water quality. I do not see that a train offers any better protection than other alternatives and with the construction of a rail alignment additional sediments and metals would be release from these disturbed areas. Assuming a width of two pairs of rails for uphill and downhill travel of 30 ft wide and 60,000 ft long is a new impact area of 1.8 million sq ft or approximately 40 acres of undisturbed native forest lands. Release of sediments from 40 acres of additionally disturbed area would degrade water quality. Result: Bus</p> <p>2. Provide competitive transit service in the corridor. I do not believe a train would provide year round competitive transit service in the area. Canyon Transport offers transportation from the airport to Snowbird every 20-30 minutes with door to door service for \$72 and an approximate transit time of 45-60 minutes. Current, TRAX trains will transport you from the airport to 9400 South in Sandy leave every 20 minutes and takes 60 minutes. In addition, a third train ride up the canyon would be required and since this would likely be a cog railway it could take another 30-60 minutes for the proposed train up the canyon. This would be 90-120 minute of transit requiring two train transfers with luggage. With the exception of the days the canyon road would be closed, I do not believe the average guest of the resorts would chose to save a few dollars to double their transit time, transfer their bags and ski gear. I find the rail option an inferior option for transportation from the airport. Result: Shuttle</p> <p>3. Reduce avalanche-related risks and delay in Little Cottonwood Canyon. Depending on the alignment and avalanche protection constructed a rail might offer. However, some avalanche protection could be added to the existing road and make the difference less. Result: Train</p> <p>4. Provide new evacuation options from both Cottonwood Canyons. A rail up Little Cottonwood does not address this nor does increase buses or shuttles. Result: None</p> <p>5. Reduce auto use and congestion in Little Cottonwood Canyon. It has not been demonstrated that a rail system would decrease auto traffic more than buses and shuttles. Result: Both</p> <p>6. Reduce vehicle emissions in the Cottonwood Canyons to improve air quality.</p>	Salt Lake City, UT	5/1/2015
<p>7. Reduce parking impacts on environment, safety, and economy. A bus service addresses reduced parking better than a rail service due to flexibility of pickup and drop off. Result: Bus</p> <p>8. Support land use goals for reduced sprawl and concentrated development. Increase bus service addresses this issue better than a rail service as it does not require an additional 40 acres of sprawl for its' construction. Result: Bus</p> <p>9. Create unique, attractive "traveler experience" to increase tourist and resident visitation. A trip up a train inside of an enclosure does not great a unique travel experience and I contend a bus with increased visibility creates a more attractive traveler experience. Result: Bus</p> <p>10. Improve access and connections for pedestrians and bicyclists. Buses are easier to access for both pedestrians and bicyclists as the one on one connection with the driver exists verse a train. In addition, buses greater ability to drop off or pickup at more numerous locations vastly increases access over a train. Result: Bus</p> <p>11. Improve travel reliability in inclement weather. A covered train will achieve this want better. Result: Train</p> <p>12. Provide competitive transit service to a range of recreation destinations and economic nodes. Buses greater ability to drop off or pickup at more numerous locations provides a better range of service to multiple destinations. Result: Bus</p> <p>13. Protect or enhance the natural and scenic resources of the Cottonwood Canyons. Since an additional 40 acres of disturbed area is not required for bus operations increase bus service far achieves better protection of the existing scenic resources. Result: Bus</p> <p>14. Protect and enhance community character. Increased bus service will not alter the existing character at the bottom or top of the canyon and thus better protects the community character. Result: Bus</p> <p>A. Economically Feasible for the citizens of Utah Existing infrastructure for buses is in place and carries no additional cost to the citizens of Utah outside of increased service. A train carries an approximate 1 billion dollar price tag. The citizens of Utah cannot afford to pay for a new train which I've demonstrated brings little value to the community over buses. Result: Bus</p> <p>I believe this simple analysis shows that the rail alternative is inferior to increased bus and shuttle service in every way except for increase avalanche protection. I believe the blueprint needs to be revised to better examine the alternative of increased bus and shuttle service. Further, Page 38 of "Existing Conditions &amp; Future Trendlines of the Transportation System" states: "Capacity issues may provide an explanation in the decrease in ridership. During peak times in the winter, ski buses operate at capacity. As shown in Figure 40, ridership is highest during the morning and afternoon. While bus service is increased during these times, there are</p>		

<p>This further supports the need for increase bus service.</p> <p>In addition, as the alternatives are reexamined actual transportation data needs to be analyzed of traffic patterns throughout the year and throughout the day. If this data is not available then it needs to be collected over the next few years while implementing increased bus service.</p> <p><b>RAIL ALIGNMENT</b></p> <p>If after analyzing the annual and daily traffic data it is found a rail is needed and warranted then I believe the only option is replacement of the road with the rail. I do not believe a system of cars and trains in the canyon would achieve the objectives of the Corridor Purposes.</p> <p><b>CANYON CLOSURE TO CARS AT PEAKS TIMES OR DAYS</b></p> <p>If the canyon cannot handle the load of cars coming in and/or out at certain times of the day then the option of closure of the canyon to private vehicles for certain hours should be considered. This would force many visitors on to mass transit and alleviate the bulk of the congestion and parking problems currently being experienced.</p> <p><b>INTERCONNECTION OF CANYONS</b></p> <p>I have examined the information available on the canyon interconnection project and this fails to meet the standard of being a transportation project. The diagrams provide visual estimations of the needs of Utah residents to travel between the Cottonwood Canyons and Park City. From inspection this is a minuscule number of commuters. Based on this fact interconnect is a blunder as a transportation project. At best it is a resort promotion project however, from my numerous discussions over the past month I've found the residents of Sandy and Cottonwood Heights do not desire an interconnect nor do the residents of Park City. With neither of the residents of these communities desiring the project I question why it is even being considered. The Mountain Accord needs to better demonstrate the need for Canyon Interconnect and why the taxpayers of Utah should pay for it.</p> <p><b>CONCLUSION</b></p> <p>In conclusion I find the support documents lack sufficient transportation data and transportation data analysis to support the proposed blueprint. If transportation data is not available the data needs to be gathered over the next few years some an informed decision can be made. <u>Thus at this time the proposed blueprint should be scrapped and revisited after data gathering and analysis is complete.</u></p>		
<p>I appreciate the opportunity to provide feedback on the proposed Mountain Accord blueprint. Many of the proposals seem laudable and I support added protections for Utah's canyons.</p> <p>However, I am very opposed to the addition of a light rail system up either Big Cottonwood or Little Cottonwood Canyons. I am a frequent user of these canyons, particularly in the summer time. I believe that a rail system would be highly detrimental to our canyons. The construction would undoubtedly damage the environment. The trains would bring unnecessary noise up the canyons. In addition, the cost would be astronomical and the benefits would go to the wealthiest among us--the ski resorts and those who can afford to ski (either local residents or tourists). If we have billions to spend to improve public transit in Utah, there are many more effective ways to do so than to create a boondoggle to the ski resorts. If skiers need more public transportation, let's create a more efficient bus system. But let's not damage the delicate environment of either Big or Little Cottonwood Canyon by adding light rail.</p> <p>Thank you for this opportunity to comment.</p> <p>Sandy, Utah</p>	Sandy, UT	3/19/2015
<p>To Whom It Concerns,</p> <p>I am writing to add my voice to those who wish to make long-term environmental protection and low-impact recreation the two highest priorities as we consider plans for the Cottonwood Canyons.</p> <p>Although I am only a beginning skier, I have many friends who visit here not only for our unique snow but also for the unique experience we offer. We are not like Colorado and Europe, and that is what they treasure about their time in the Wasatch Mountains.</p> <p>In addition, for almost two decades, our family hiked, picnicked, and organized day camps in these two canyons with Girl Scouts of Utah. A large part of the joy and education they experience is related to the limited commercialization in both canyons. Where else can you carpool out of a bustling city at 5 p.m. and confront a moose on a lush trail just 45 minutes later?</p> <p>There are many, many ways for corporations to make money and government agencies to support commerce in our region. There are only these few canyons, and they are our legacy. Please protect them.</p> <p>Thank you for considering my point of view,</p>	Sandy, UT	3/28/2015
<p>Hello!</p> <p>As I have read and studied the Mountain Accord, I have come to these conclusions about it.</p> <p>The first thing these plans--all 4 sections--need to do is to 1. protect the beauty of the Wasatch, 2. preserve our municipal water source, 3. establish year round environmentally protective recreation, and 4. protect and improve our air quality.</p> <p>These are all possible!</p> <p>Protecting the beauty of the Wasatch is possible by protecting our wilderness areas by deeming them unavailable for any development!</p> <p>We must preserve our municipal water resources! The Forest Service needs to exchange privately owned property in Albion Basin in Little Cottonwood Canyon--head waters of the water sources for Sandy and Salt Lake City--to the Forest Service as opposed to the current plan of transferring land at the base of Alta ski lift area--transfer tow area from Collins lift area to Sunnyside lift area. Allowing a hotel or other development in this area would stop the flow of Little Cottonwood Creek to the cities below! Horrid thought!</p> <p>Skiing and hiking in our Wasatch Mountains is one of the reasons we live here! Please make it possible for the residents of the valley to be able to enjoy these mountains daily. We do not need to create an environment so that visitors who come here once or twice yearly or once in a lifetime see a huge connected and easy for them to get to recreation area that reminds them of home be it the Alps or Colorado! We need to maintain these areas for US!</p> <p>Protecting our air quality is paramount! This can and must happen with environmentally sound transit plans. Transportation in the Cottonwood Canyons and from Salt Lake City to Wasatch Back MUST accomplish this goal! Bus Rapid Transit up Little Cottonwood and Big Cottonwood Canyon is the ONLY alternative. A designated lane for the busses is possible without destroying the views of the mountains while traveling those gorgeous areas. They must be frequent in their schedules and run year round. Parking lots or structures at the mouths of the canyons or stops in the valley are a necessity! Trains should not even be considered further! The electricity lines, snow sheds and destruction of the canyon walls to accommodate rail lines is just unthinkable! PLEASE DELETE THIS ITEM FROM CONSIDERATION!</p> <p>Another option to consider for the Cottonwood canyons is to have shuttle busses operate in the canyons ONLY! No cars would be allowed as is the program at Zion Canyon and Bryce Canyon! Also, an option could be to charge a user fee to drive the canyons as is the case in Millcreek Canyon.</p> <p>Transportation issues to connect Alta, Snowbird, Brighton, Solitude, Canyons, Park City and Deer Valley via tunnels and/or ski lifts would again destroy water resources and destroy our wilderness areas. Once a wilderness area is violated, it is destroyed FOREVER! Please PROTECT THEM.</p> <p>Salt Lake is not Europe and we should not try to mimic it. We have something unique in all the world here and it MUST BE PRESERVED. Business should not be allowed to destroy it!</p>	Sandy, UT	4/1/2015
<p>The enormous task you've taken on is heroic and, absolutely essential. Thank you for the hard work you've done so far. We know it will continue to be challenging, but we also know it is necessary, really imperative, to establish an over-arching vision and a plan to manage the thing that makes the Central Wasatch what it is- a rare, even unique, wild and natural habit adjacent to the thriving populations centers of Utah. There is no other place in the country that is so wild and so close to civilization. It is the heart of Northern and Central Utah, and without your work it will be ruined. That can't be allowed to happen.</p> <p>My message is simple and heart felt. I love these mountains. I want you to protect and preserve them. I am willing to sacrifice my personal experiences to ensure an enduring natural environment.</p> <p>When I visited here for the first time (1991) at the peak of the wildflower season, I was moved by the pristine glorious sweeps of Albion Basin, and it was then that I decided to try to live close to that wild beauty. I do now and I worry greatly for this glorious natural place. I worry about our projected population growth and how it will tax the resources of the Wasatch. I worry about the water that feeds us, the wild life that inspires us, the trails that lead us into the forests and high terrain- I even worry about the resorts, and how they can adjust to drought and a warmer climate.</p> <p>Wendell Barry once said that "serving one good at the expense of another is no solution" and that if you do that enough "all together those non-solutions will result in a net loss to nature and the human common-wealth." In my opinion, that is what is occurring today with the endless uncoordinated nibbling at the resource of the Wasatch, with no over all view of the whole. It is that that you can arrest and replace with a truly well-thoughtout Mountain Accord. We need this to conserve the asset that makes Salt Lake Valley and surrounds the attractive and ideal place we all love, and need.</p> <p>There are features of the Mountain Accord Blueprint that give me great hope.</p> <p>At the top of that list is the land exchange that will permanently protect Mount Superior and Flagstaff Mountain, plus in-holding in White Pine and Days Fork. I would hope you will find a way to add Grizzly Gulch to that list.</p> <p>I am thrilled that you are proposing to add Federal protections to the public domains of the Wasatch; and equally thrilled that you intend to implement an environmental monitoring and reporting program to support a sustainable watershed and healthy habitat and natural environment. We need a well-funded trails stewardship and maintenance program that assures the health of the environment and the quality of the experience.</p> <p>To address the surges in traffic in Little Cottonwood, I know you must add public transportation and I can see that will require experience, skill, collaboration and creativity. I urge you to work together and with the community of stakeholders who are counting on your wisdom and judgment to spend our tax payer monies wisely for the benefit of the entire community. I am a skier but I do not wish to degrade LCC's environment to make my trips easier or faster. I do not need a train or a gondola. I want a healthy canyon. I see both the train and the gondola as part of a development scheme that may benefit some, at the expense of the greater Wasatch.</p> <p>I trust that as you engage in the hard work ahead you are serving the future generations of Utahns who will be forever grateful that you have conserved and preserved the natural resource of the Central Wasatch.</p>	Sandy, UT	4/21/2015

<p>To All</p> <p>First and foremost thank you for working hard and long to resolve the host of critical issues surrounding our pristine and treasured Central Wasatch Mountains. Because of their singular uniqueness, competing forces wanting access to them and use of them is inevitable. Hopefully your work through Mountain Accord will result in securing essential Federal protections of the most fragile corridors, while preserving avenues for those interested in respectful development while carefully following guidelines, boundaries and regulations so central to long term viability. What none of us can afford is outright violation of our pristine environmental corridors so essential to the needed ecological balance throughout the Range.</p> <p>Having grown up in this area and lived away for two and half decades, I appreciate how relatively "untouched" our mountains have remained. We live at the mouth of Little Cottonwood Canyon and love to hike the trails and ski the areas available to us. Even though some development is inevitable, I would hope that any, is done with heightened awareness, that we can't improve on the environment only hurt or destroy it. It's why "marketing" the area as if it were just another "theme park" is so out of keeping with the grandeur and relative fragility of the place.</p> <p>It's my understanding that Mountain Accord is an arena within which multiple voices can be heard and understood for what each can contribute, what each stands for, what each wants. It would be tragic if any voice, regardless of money, status or political clout were to dominate. It is our mountains that we're talking about. An area to be appreciated and respected, not a toy with which to play until it's broken or damaged, perhaps beyond repair.</p> <p>One last comment. Having seen what has happened in far away Nepal, as thousands upon thousands flock to the Mount Everest "Base Camp" creating never-ending lines of people and leaving the entire area strewn with litter, I find it deeply unfortunate that stakeholders in Mountain Accord have also announced their "ultimate base camp" development plans. The notion itself, tragically flies in the face of the actual nature of our mountains, what they represent, their uniqueness and how they must be protected, essentially as is, for generations to come. What we don't need is any hint that our mountains are simply passageways for curious tourists through which to ride, or otherwise traverse indiscriminately. It's simple not the nature or our place.</p> <p>Thank you for your diligent work. Please continue to do whatever is possible to protect the pristine nature of the Central Wasatch, allowing smart and respectful development while cordoning off the vast most fragile areas through Federally mandated actions.</p> <p>Thank you</p>	Sandy, UT	4/21/2015
<p>Hi</p> <p>These are some of my thoughts.</p> <p>No train No tunnel No fees to enter canyon No interconnect system</p>	Sandy, UT	4/28/2015
<p>Thank you for asking for public feedback. In a nutshell, here is my response to the development/protection blueprint proposed by the Mountain Accord: protect the watershed at all costs, no trains, no tunnels and manage the resort expansion.</p> <p>If Salt Lake City's population does grow at the projected rate, protecting the watershed will be of utmost importance. People cannot live in the desert – even the high desert – without water. Putting aside the fact that Salt Lake Valley residents must start conserving water (especially in view of reduced snowfall in the face of our changing climate), keeping the Wasatch Mountains' snowpack clear and clean is crucial. The best way to protect the watershed is not to develop the Cottonwood Canyons any further. I realize that is not possible but limiting the new resort development to the smallest possible footprint is important. The Salt Lake Valley's residents need all the snowpack they can get.</p> <p>Putting light rail up Little Cottonwood Canyon is a terrible idea. The expense alone would be preposterous: from an archived Salt Lake Tribune article from December 2012, the TRAX extension from Sandy to Draper was a \$194 million project – and that was for only 3.8 miles in a straight, flat line. A train up Little Cottonwood Canyon would at most be used five months out of the year during ski season, which is hardly worth the expense and the destruction to habitat and watershed. A better, cheaper and much less intrusive solution? Double the number of ski buses so that people don't have to wait for rides up and down the canyons (and have those ski buses run on natural gas to keep the air pollution down). Then, in the summertime when the tourists go away and ridership drops off, the buses can be redirected elsewhere. The major reason I don't tend to use the ski buses? I don't want to have to wait. Many more buses, marketed well to both tourists and locals so that people can understand the ease and flexibility of use, would change my habits for sure.</p> <p>Tunnels between the Cottonwood canyons and through to Park City are another terrible idea. Tunnels through the Wasatch Mountains would be destructive and disruptive. There is so little backcountry and wild habitat left in the canyons, what little is left should be protected. Moose, deer, pikas, mountain goats, marmots, rabbits, mountain lions, coyotes and a host of other critters call the Wasatch their home. We need to protect their habitat - they cannot protect themselves. And with lift prices ever creeping up and shutting out the majority of middle-class Utahns, the Cottonwoods backcountry is the only place locals can go without breaking the bank.</p> <p>When I moved to SLC from Maine years ago, people asked me if I missed the ocean. I didn't (and don't) because of the Wasatch Mountains right here in my backyard. Coming from the East Coast where there is scarcely any public land left, where almost everything is privately owned and inaccessible to the general public, it continually amazes me that so many native Utahns do not understand what a gift it is to have so much public land available in the state, especially the wild beauty of the Wasatch so close to the city. In Maine, you can't get to the ocean unless you go to a state park beach because the coastline has been snatched up by private landowners. In Utah, Forest Service and BLM land is available to everyone. There is so little wilderness left in this county, what there is should be protected. As Utah residents, as stewards of the incredible Wasatch Mountains, it is our duty to protect this endangered natural resource as much as possible, to protect the land, the water and the animals, and to keep it available for future generations to enjoy, as unspoiled as possible.</p> <p>Please do the right thing. Protect the Wasatch. Thank you.</p>	Sandy, UT	4/28/2015
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<p>Dear Mountain Accord Planners,</p> <p>I appreciate your asking for input from Utah citizens and you plan for the future.</p> <p>I think preservation of the unique landscape of the Wasatch Front should be the first consideration in planning. We are unique in having a wilderness area so close to our population centers and well as these mountains and canyons with ecosystems that are so different from our valleys. Also, 60% of our culinary water comes from our mountain snow pack, and preserving this is essential.</p> <p>I think climate change must be a central consideration in planning. It is hard to predict, as we don't know if the work will follow hi-emission scenarios or drastically reduce greenhouse gas emissions. Based on what is happening today, there is no good evidence that nations of the world will make the necessary changes or that the United States Congress will take a leadership role in the process. I think any planning should include careful consideration of the scenarios in the 2014 document, Assessment of Climate Change in the Southwest United States, A Report Prepared for the National Climate Assessment. Even with the best case scenarios, where world temperature increase is limited to 2 degrees Centigrade, there will be significantly less snow, a shorter ski season, and fewer employees in the ski industry (absent any countering trends).</p> <p>I don't see benefit to the environment with trains or tunnels. While I don't like to pay to go up in the canyons, I think the toll in Millcreek Canyon has produced significant benefits. It should be considered in the other canyons. Those using a bus could be exempted from the tolls. With more bus users, more frequent busses could be employed.</p>	Sandy, UT	4/30/2015
<p>I fully support the One Wasatch concept.</p> <p>It has the potential to yield significant environmental benefits by reducing automobile traffic up Little and Big Cottonwood Canyons. This is due to the fact that it would allow vacationing tourists to stay in the Park City area where there is a large bed base and nightlife, and ride quiet, electrically powered lifts to access Alta, Snowbird, Brighton and Solitude as part of their vacation experience without having to drive up the canyons. The result is less exhaust, tire residue and less traffic in the Cottonwood canyons.</p> <p>While not as large as some of the interconnected European resorts, the combined lift-accessible area will become the most significant ski area complex in North America, which will be good for the Utah economy.</p> <p>The environmental impacts are all net positive. A few additional lifts are not going to hurt the beauty of the mountains, nor bother the wildlife.</p>	Sandy, UT	4/30/2015

<p>We are writing to comment on the proposed Mountain Accord blueprint. Through our company, Hydro Holdings, LLC, we own a one hundred year old hydroelectric power plant, together with associated structures, buildings, power lines and pipelines, in Little Cottonwood Canyon. We also are the beneficiaries of several easements in the canyon, which we use regularly and depend upon to run our operation.</p> <p>We are writing because we oppose any portion of the Mountain Accord project, including, but not limited to a rail system or a road, that would negatively affect our use and enjoyment of our hydroelectric infrastructure or established easements.</p>	Sandy, UT	4/30/2015
<p>We find the Mountain Accord "The Proposed Central Wasatch Blueprint" (Blueprint) to be flawed in both it's conclusions and it's process.</p> <p>To hit our top-level concerns:</p> <ol style="list-style-type: none"> <li>1. No justification for the projection of a nearly 100% increase in Little Cottonwood Canyon (LCC) traffic by 2040 is provided. MA's "Existing Conditions &amp; Future Trendlines of the Transportation System" shows that traffic in LCC has been statistically flat for the past decade with a slight down-tick in growth during the Financial recession and a corresponding slight up-tick to previous levels, post recession. The MA report provides no justification whatsoever to support a projection of 100% growth in LCC traffic and in fact the data provided indicates 'no growth' is the expected trend. Without solid projections of traffic growth accompanied by well referenced sources and well vetted models with stated assumptions, no recommended change in transportation can be evaluated or meaningfully compared to alternatives. Without justifying a deviation in growth from the past 10 years, the need for any change whatsoever in the transportation system can not be accessed. This is a fundamental flaw in the study and it's conclusions.</li> <li>2. Regardless of any increases of traffic up the current LCC corridor as it stands, building a transportation corridor through LCC that links Big Cottonwood Canyon and Park City will most certainly vastly increase the traffic through LCC regardless of the transportation system used. Regardless of the transportation system used, this will have a significant negative impact on every aspect of the Canyon's environment, violating two of the MA's own "Key Actions" — "Preserve Land, protect watersheds and water resources" and "Protect and restore the environment." At the same time, increasing traffic via LCC to Park City and the ski resorts in BCC would almost certainly reduce (relatively or absolutely, depending on projections) peak traffic in BCC and the I-80 corridor. Trading lower traffic on the I/80 corridor with increased traffic in LCC would clearly be inconsistent with MA's stated Environmental goals for LCC.</li> <li>3. Water is becoming the most precious resource in the West. Virtually every climatic model predicts a trend of increasing water scarcity and increasing water value throughout this century. The MA proposes to trade some (unquantified) water rights to Alta in exchange for some property rights necessary to effect the MA Blueprint. Lower LCC creek is now dry for most of the year, degrading a rare riparian environment to a desert one for the benefit of the residents of one municipality. If water resources in upper LCC are not essential to the existing users, it would be far more beneficial to the LCC environment to use those water rights to allow water to flow once again through the lower Canyon, reversing the damage already done by past improperly allocated water rights. This use of the water rights would appear to be far more in keeping with the MA's stated goals of protecting water resources and restoring the environment than making more snow for a privately held resort. At any rate, shifting water rights from large metro areas that serve hundreds of thousands of people to financially benefit a handful of property and resort owners would appear to make little sense except to those few who will gain financially at the cost of the many. While MA does not address quantities of water rights transferred, any discussion of the transfer of water rights from a municipal or county entity to a selected few commercial, for-profit entities should be part of a comprehensive water development plan for the SLC Valley and not driven in isolation by the exigencies of a transportation plan.</li> <li>4. Governance and Process: All decision authority for selecting the recommendations in the Blueprint rested with the MA's executive board (EB). It is not clear what constituencies or interests the individual members of the EC represent or if they have specific financial stakes in particular alternatives. Because a closed board of unelected officials exclusively control the MA decision making process that could financially and environmentally affect much of the Salt Lake Valley, the current MA process is inherently flawed. Rather than vesting decision authority in an all-powerful executive board, which is not clearly answerable directly to the voters of the SLC Valley, the voters/residents should have a clear line of representation on the board and key decision points should be submitted to citizens' referendums or votes by elected representatives of the citizens potentially affected by the EC's decisions.</li> </ol>	Sandy, UT	4/30/2015
<p>First of all, thank you for all the hard work that has been done so far in looking for ways to preserve the unique treasure that is the Wasatch Range. And thanks for allowing comments.</p> <p>In general, I absolutely support the idea of working together to come up with solutions that will keep preserve the Wasatch experience, now and for years to come. To that end, I think there are several recommendations in the Blueprint that make a lot of sense - such as land swaps and increased protection of sensitive backcountry spaces.</p> <p>I do, however, have serious concerns about proposals to link the LCC, BCC and Park City areas - particularly with aerial trams, tunnels, etc. To me, that would compromise the backcountry terrain in those areas (where I spend a LOT of time in both the winter and summer) with little positive benefit to the area. So while I do support transportation alternatives in the canyons, I'm strongly in favor of those that would be less intrusive to these sensitive areas (primarily, improved bus service).</p> <p>As both a resident of the immediate area (I live at the mouth of LCC)and frequent backcountry traveller, I support the recommendations to improve the Blueprint that have been put forward by the joint Wasatch Backcountry Alliance/Winter Wildlands Alliance proposal. It seems that the current Blueprint, while attempting to balance interests, has come down a little too much on the side of development - which I do not believe represents the overwhelming opinion of those of us who live, work and recreate in and around the Wasatch. Certainly tourism and some development need to be part of this plan, but not at the expense of the wild areas and the activities like hiking, snowshoeing and backcountry skiing that are growing in popularity.</p> <p>Again, thank you for providing an opportunity to comment. I'm sure that as we work together we can arrive at solutions that will preserve this special area for future generations.</p>	Sandy, UT	4/30/2015
<p>We are writing to follow up on our first comment regarding our hydroelectric plant in Little Cottonwood Canyon (Hydro Holdings, LLC). We also oppose any portion of the Mountain Accord project that would impact our water rights or the water flow of Little Cottonwood Creek.</p>	Sandy, UT	5/1/2015
<p>I knew very little about Mountain Accord until my son did a college paper on something local that they had an interest in. Being a lifelong skier, he attended several meetings and presented it at SLCC. I learned so much about this project and would love to see it proceed for many reasons. My husband is a ski instructor and tourists would love this type of access to other ski areas without having to rent cars. If you would like a copy of his report, let me know and I will send you a copy. It is quite impressive. He also did a video.</p>	Sandy, UT	5/1/2015
<p>The current document does not address the fact that transportation alternatives currently available are not adequately being utilized. Current trax, bus &amp; front runner systems are not helpful since they are not properly managed. Having a frontrunner system which does not run on Sunday is criminal. Huge amounts of money were spent to build rail systems, both frontrunner &amp; trax, padding UTA officials pockets and they refuse to run the system when needed. Having an airport trax is useless when it doesn't run at all hours the airport runs. Currently airport employees can not use trax because it's hours of operation are pathetic. How can we comment on funding transportation systems which are run by a greedy private corporation whose interests are clearly not in serving the public. Having more eco friendly free bus service to the ski resorts would greatly reduce pollution, but this is not given as an alternative, the bus service currently available is so limited it forces people to drive cars! UTA is the problem, don't give them more funding through mountain accord. Preserve the beauty of the canyons, don't destroy the canyons by building railways that will never be utilized or even run. There is currently no summer bus service to either big or little cottonwood canyon. If you don't offer an alternative, pollution is inevitable. Mountain accord plan doesn't address the major issues, so as it stands is a feeble proposal.</p>	Sandy, UT	5/2/2015

<p>Thanks for managing this Mountain Accord process to ensure everyone is heard. I have been an active user of the Wasatch for 27 years visiting ski area, backcountry skiing from most of the major summits and ridgelines, hiking in the summer and ice climbing. The Wasatch is unique in the world as offering superb outdoor lands so close to a major city. In my prior job as Executive Director of Outward Bound International I visited over 40 countries and never found anywhere to equal Salt Lake City.</p> <p>I applaud the Mountain Accord process and the efforts to preserve the quality of experience in key backcountry terrain, provide enduring protection against ski resort and residential expansion and resolve transportation issues involved in accessing the mountains.</p> <p>I oppose or question some aspects of the February 2015 Mountain Accord Blueprint and believe other areas deserve further study before informed comments can be made.</p> <p><b>Oppose Train service up Little Cottonwood Canyon</b></p> <p>A railway would be visually intrusive, very noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife.</p> <p>Understandably the ski resorts would like better guest access during times of heavy demand. We believe better access might be achieved with improved bus service. A dedicated bus lane might be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable or people will continue to drive. Aside from previously stated objections to a train (presumably a cog railway), bus service would be preferable because:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Trains would carry more passengers per trip than a bus, so frequency of train service would probably not be as good as a bus option.</li> <li><input type="checkbox"/> In low demand times during the year and during each day, operating a train may not be economical, or result in expensive fares and infrequent service.</li> <li><input type="checkbox"/> Bus service could be scaled to match demand more flexibly than a train, by using vans and various size buses, while maintaining a frequent schedule.</li> <li><input type="checkbox"/> A special maintenance facility for the railway may be needed near the mouth of Little Cottonwood in a prime residential area or in the scenic upper part of the canyon.</li> </ul> <p><b>More Attention to Environmental Focus and Impact of Climate Change</b></p> <p>The discussion of environmental concerns in the Blueprint is good but needs to be more central to planning. Protecting the Wasatch environment should drive other parts of the Blueprint, and be a pre-condition to any development strategies seriously considered. The impact of climate change as forecast by numerous Utah climate scientists; Rob Gillies, State Climatologist, Rob Davies, Utah Climate Center and Jim Steenburgh, University of Utah.</p> <p><b>Tunnels and other transit issues deserve further study</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> I believe the Blueprint should address the greatest transit needs for residents and guests of the Wasatch Front and Back distinct from ski resort marketing and profitability. I would favor improved transit between Salt Lake City and Park City, such as improved bus service or train. I'm highly skeptical of tunnels among Little Cottonwood, Big Cottonwood, and Park City they would mainly serve as ski resort marketing devices that would do little to address regular transit needs for residents and guests, and</li> <li><input type="checkbox"/> tunnels may pose significant environmental concerns during and/or after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons, and</li> <li><input type="checkbox"/> tunnels would incur significant construction and maintenance costs, and if these are paid by Utah taxpayers they generally would not benefit from them.</li> </ul> <p><b>Land swaps</b></p> <p>The Blueprint proposes a number of land parcel exchanges. This sound like a fine resolution to long standing disputes to preserving pristine backcountry in the Wasatch while allowing limited additional development in less sensitive locations. However, it was difficult to see at the scale provided exactly where the various land parcels are located, what visual and other environmental impacts might result, and what the process would be for each change in ownership. Therefore, though I support the general concept of land swap but reserve final judgment until we see the details.</p> <p><b>How accurate are growth forecasts for recreational skiing/snowboarding given the following factors?</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Climate Change. The Utah State Climatologist projects spring snow disappearing by 2100. This might result in demand for skiing being much below the projections of Ski Utah, a massive increase in water supply desired for snowmaking, or use of artificial ski surfaces at lower elevations.</li> <li><input type="checkbox"/> Declining Interest of Youth in being Outdoors. Today's youth spend half as much time outdoors as their parents (America's Great Outdoors 2011). How will this affect future ski area attendance?</li> <li><input type="checkbox"/> Cost of Lift Tickets. The economic impact of Mountain Accord has yet to be determined. However it is reasonable to assume that skiers/snowboarders will bear the costs of improved access and expanded facilities through more expensive lift tickets. How will these increased costs impact demand for skiing in the Wasatch? How much usage would shift to other areas such as Sundance, Snowbasin, Powder Mountain, etc. as ticket prices increase? Skiing is already unaffordable for most middle income Utah families; only 7% of Utah residents currently ski in resorts. How much will lift ticket price increases further reduce access for Utahns?</li> </ul> <p><b>What would be the economic impact on access to the canyons?</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Part of the plan for reducing vehicle access to the Cottonwood canyons is an "economic disincentive" or fee per vehicle. This could make access to the canyons more challenging or impossible for youth and economically disadvantaged people.</li> <li><input type="checkbox"/> Having toll booths at the mouth of the canyons, either when entering or exiting would be unfavorably received by canyon users.</li> <li><input type="checkbox"/> Is increasing the cost of using the canyons worth the tradeoff to improve resort skier access for a few winter months? Would every canyon user be subsidizing a ski industry that caters to wealthy non-residents?</li> </ul> <p><b>Conclusion</b></p> <p>The inclusive Mountain Accord process is a magnificent effort. Any Mountain Accord agreement that increases transportation capacity should ensure protection of the environment; ensure that transit improvements meet the needs of residents at a reasonable cost and are not inflated to improve ski resort marketing.</p> <p>I have yet to see persuasive evidence that the ski industry marketing concept of "One Wasatch" benefits the region. Such a major change to existing ski management should be evaluated on a need and cost basis as well as an environmental impact basis. At this stage, the need is not a given and the cost and environmental impacts are not known. Ski Utah should make public their studies of the impact of One Wasatch.</p> <p>Finally, doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future. The future demand discussed in the in the Blueprint is an uncertain projection due to economic, societal and climate change impacts. Further independent study is recommended regarding future visitation patterns and potential impacts of development.</p>	Sandy, UT	3/18/2015
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<p>The January 2014 Mountain Accord Early Scoping Package states:  “The overarching goal of Mountain Accord is to preserve and improve the natural environment of the Wasatch Mountains and adjoining areas to ensure the prosperity, character, livability, and well-being of the region. Key components of this goal include establishing a modern, environmentally sustainable transportation system; environmental stewardship; water resource and watershed protection; air quality improvements; a vibrant economy; and quality recreation opportunities.”  Let’s not lose sight of the preservation goal in this effort. In your effort to “plan for growth” do not get caught up in the belief that you must continually provide accommodation for more users. If you do, you will ultimately fail to meet your “overarching goal.”  My perspective is primarily as a dispersed recreationalist, though I annually maintain a Solitude ski card and visit all the Central Wasatch resorts on occasion. I am a backcountry skier, cyclist, hiker, ice climber and rock climber, so I travel throughout the resource area on a regular basis throughout the year. I’ve either skied, biked or hiked every significant drainage in the area, and in most cases done all three. I think it critical to understand that the Central Wasatch is a very small resource area. It is possible to traverse the range in a day any number of ways, so opportunities for solitude are really fairly limited and they are jeopardized by this proposal.  I want to make the following points:  1) I am highly opposed to any form of transportation connections from the Cottonwood Canyons to Park City or its resorts. This includes the proposed tunnels as well as lifts previously proposed elsewhere. The end result of either is an increased user base which would be contrary to your stated overarching goal of reducing user impacts. The Park City ridgeline should remain a barrier between the communities. It is a benefit in its present state in that it serves to keep this little mountain range as big as possible. An additional effect of these access means would be increased residential and commercial development on the Park City and Heber sides of the range and increased property values to the detriment of existing residents. One can envision a future with high-rises at the Park City terminal being marketed to wealthy New Yorkers so they can quickly access Alta and Snowbird powder skiing. Lovely I’m sure from Ski Utah’s perspective but an abomination to anyone currently on the ground. While I think Park City is a nice enough place, my perspective is that those who choose to ski there should accept what they get.  2) The transportation analysis used to establish viable alternatives is flawed and hints that the analysis may not have been performed in a pre-decisional manner as required by NEPA. As an example, your Transportation Corridor Purposes and Alternatives document provides a Corridor Purposes Table with 14 itemized purposes. Note that under Alternatives Proposed to Drop from Further Consideration you state that Alternative F (increased bus service) meets purpose 3 (re avalanches) but fails to meet the other 13. I will challenge that analysis by stating that increased bus service as a sole remedy would in fact likely meet purposes 1, 5, 6, 7, 8, 9, 13, and 14 and would not preclude meeting the other stated purposes. Look for example at the UTA Transit and Air Quality fact sheet, February 2014, where the goals and accomplishments of the agency’s clean bus fleet are shown. Are these reduced emissions considered in your work? How can you possibly conclude that increased use of low-emission buses does not reduce auto use, vehicle emissions, or parking impacts? This analysis is troubling. Please describe how these conclusions were reached. Also note that purposes 2 and 12 are duplicative in stating a need to provide “competitive transit service.” I ask you to define “competitive” in this context and to justify this as a need.  3) I am generally opposed to any resort expansion, including new lifts. I am completely opposed to expansion in Little Cottonwood but open to the limited expansion in Big Cottonwood under certain conditions. It is a given that the Cottonwood resorts would expand their operations to consume any and all available terrain if left unhindered, even to their own detriment. I think it time this be put to a stop. It is one of the sublime vistas of the developed Wasatch to be able to look from the comfort of the Goldminer’s Daughter or Mid Gad day lodge at the Little Cottonwood Ridge, Mt. Superior and Emma Ridge in its undeveloped glory. This should remain forever so, a boundary to never be crossed. More problematic is the Grizzly Gulch drainage. Access to Mt. Wolverine via Catherine’s Pass is already at the whim of Alta. Should they develop Grizzly Gulch it could be cut off completely from Little Cottonwood. Much of Silver Fork is also at peril. Currently, resort skiers from Solitude exit the resort from the Summit chair and traverse to Twin Lakes Pass and ski upper Grizzly Gulch, many with no avalanche equipment and presumably no training. Be careful what concessions are given to Solitude’s proposed addition or resort skiers will treat the entirety of Silver Fork as their own side country, with a significant adverse effect on touring skiers and greatly increased avalanche hazard to all users of the drainage. This drainage has several known slide paths including one in its mid-section that must be crossed to exit the canyon. Do not enable Solitude to extend the Honeycomb return chair such that it enables and encourages resort skiers to enter the top of Silver Fork.</p> <p>4) I believe that the public’s responsibility to provide for increased profitability or increased user numbers at the Cottonwood resorts is limited. That they already exercise sole operational control over extensive sections of public land, and for profit-making purposes, is somewhat troubling in itself. It is my understanding that the only current limits on numbers of resort users are either self-imposed ones or due to restrictions on parking development. That they exhibit this great desire for public transit is an open statement that their vision of the canyon is more users. The experience is in my opinion already a compromised one at both Alta and Snowbird during the winter with the existing number of users. It is not the drive so much that I dislike, but what I encounter at its end. I am also aware that these resorts have made comparison of their user number densities to resorts in Colorado specifically in order to justify an increased user base. I would argue that the terrain differences and relative amounts of grooming would make that comparison a strained one and the “Wasatch powder experience” at these resorts is already in trouble. There is no more of a good thing to be had here.</p> <p>5) You cannot gauge the real public support for a rail system until you provide at least a partial design solution that details the alignment, system type, its cross-section and impact on existing resources, where it would be accessed, what its true travel times are, and what the burdens for skiers to use it would actually be. I participated in the initial Mountain Accord online scoping survey and I’ve seen the products and conclusions derived from it. It is one thing to ask people if they enjoy riding trains and if they’d enjoy riding one to Alta. Indeed I would answer yes. It is another to implement a design in a palatable fashion, so the former should not be construed to inform the latter. I would like to be able to support a limited rail system but I think you’re hard pressed to find a design/alignment combination that does not do significant irreparable harm to the canyon.</p> <p>6) The Mountain Accord Blueprint notes that 145 acres within the resource area are devoted to parking, but does not indicate how much of this parking acreage would be removed with installation of a rail or BRT system. Are there any assurances in place that any of this acreage would then be recovered? The Blueprint also claims that the project area built environment will increase over 40% by 2040 and that transit-oriented development will preserve existing community character. How do these statements apply to a rail system in the Cottonwood Canyons?</p> <p>7) The Transportation Draft White Paper analyzes travel times under various scenarios. It is quite curious to me how a rail system going up the 8% Little Cottonwood grade is anticipated to require only 36 minutes to travel from Sandy to Alta while a bus is anticipated to require 56 minutes for the same trip. Under what conditions are these scenarios analyzed? This analysis does not seem to account for waiting and loading times. What would be the anticipated frequency of train service and how should that be factored into waiting time?</p> <p>8) The least impact in a new evacuation option for Little Cottonwood Canyon may in fact be a tunnel from Alta to Brighton for auto use. Have you considered this as an alternative to meet that stated need alone should you not construct a rail system?</p> <p>I applaud the effort and much of the vision that has gone into this process and hope there is success in efforts to exchange lands in order to provide long-term protections. I am wary of further canyon and resort growth, whether it be on the hill or at the base, and of transportation systems whose primary purpose seems to be to serve resort expansion. I encourage you to seek creative solutions that minimize additional infrastructure. Thank you for the opportunity to comment.</p>	Sandy, UT	4/30/2015
<p>Growth within the SLC basin and corresponding increased use of the Wasatch range is inevitable. Planning for and accommodating for that growth must happen or the area will be overrun and the user experience greatly degraded. Providing transportation in methods other than private auto is essential to minimizing long term impacts. There is no question that there will be increased cost and impact associated with construction and operation. That is not the questions! What path offers the least impact while allowing the most enjoyment is the question that must be focused on. Its not a choice between black and white. No action might seem attractive with this metric but at what cost of enforcement?  My words of advice are to bite the bullet and have the strength to make the hard choices. As the process develops there will be lots of proposals brought forth for consideration. Proposals that will make some people a lot of money and they will be supported by expensive presentations surrounded by people in suits. Who will stand up and advocate for the mountains? There is no money to made doing that! Development can occur in a manner that promotes stewardship of the natural environment but that path will almost certainly cost more money upfront and reduce monetary returns over the long run. If Vail is the ideal you pursue the path forward is easy. If something special is what you have in mind the selection of the path forward becomes much more difficult as those whose support you seek will not be paid to represent the vision. They will be motivated by a love of the outdoors.</p>	Santa Fe, NM	3/19/2015

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<p>Thank you for this opportunity to comment on the process you have been undertaking for a lengthy period, and for including many interested parties. I have long been interested in the future of the Wasatch range, having lived in Utah for almost four decades. I participated in the Wasatch Canyons master plan that was adopted in 1989, served on the Organizing Committee of the 2002 Winter Games, and have owned a timeshare in Iron Blossam at Snowbird since the late seventies when it was still land belonging to the US Forest Service! I returned to hike in the Wasatch last fall, observed surveyors in Grizzly Gulch with some trepidation, and have followed the Mountain Accord process even though I now live in Seattle. I regard this process as a singularly important endeavor.</p> <p>There have been comprehensive and valuable blueprints intending to preserve the natural qualities of the Central Wasatch and to protect this unique range for future generations. Previous recommendations have become even more salient as population pressure increases. They include:</p> <ul style="list-style-type: none"> <li>- Drinking water for valley residents is of paramount concern. The Wasatch mountains provide the only high quality drinking water for the entire valley. Its value to the region cannot be overestimated. Further development and continued urbanization of any of the seven canyons flanking Salt Lake City and environs will necessarily degrade this resource.</li> <li>- Each canyon has unique qualities which deserve to be preserved. City Creek provides pristine water; Red Butte hosts ample research opportunities, with valuable past knowledge, and has been largely untrammled; Emigration provides easy access for development but has become overdeveloped and has the worst water quality of the canyons; Millcreek has amenities for visitors but no overnight accommodation, and has been a major asset for local residents to hike, walk their dogs, cycle, and cross-country ski; Big and Little Cottonwood canyons serve the watershed needs of the valley, and are already a mecca for national and international all-season tourism.</li> </ul> <p>The uniqueness of each canyon argues for strict preservation of their natural qualities. I am against unifying any of them with the various modes of potential transportation that have appeared in the Mountain Accord discussion. A One Wasatch concept that has appeared frequently in the press (and promoted by Natalie Gochmour, Associate Dean of the David Eccles School of Business, and other spokespersons) is purely a marketing scheme to promote further competition with Colorado as a ski and summer recreation resort. There is already plenty for the ski resorts to work with and succeed. Whatever the supposed justification for a "One Wasatch" connecting the canyons with tunnels, gondolas, and year round travel between Park City and Big Cottonwood canyon - one or all of these would spoil what remains of the open, un-industrialized space for the community of local or visiting tourists to enjoy.</p> <p>With the appropriate stewardship of the US Forest Service, ski resorts could be confined to their current boundaries instead of continuing to cannibalize what remains of public land in the Central Wasatch. These lands are a public benefit, not subject to the needs of shareholders and the affluent. The current loss of open space on the valley floor increases the need for vast natural spaces in the canyons, Salt Lake's de facto playground, especially as the population along the Wasatch Front increases relentlessly.</p> <p>Everyone is aware that these lands cannot be free of development, but further urbanization in the form of hotels, condos, roads, and interconnects, marketed in the guise of environmental stewardship, will not serve the public in the long run. Development is irreversible, and our future depends as never before on the preservation of this unique range and treasured watershed.</p>	Seattle, WA	4/29/2015
<p>I believe the best way forward for the Wasach recreation area, including the ski areas of the Upper and Lower Cottonwood Canyon(s), are best provided for in the ONE Wasach concept/proposal.</p> <p>The Mountain Accord is deficient in this respect in ski lift linkages between resorts are not provided or allowed.</p> <p>It seems that many of our current canyon users seem to think that adding trains or busses up the canyons will ruin them. The reality is that with a continuously growing user base this is critical for their survival. If you think selfishly it is easy to say less buses, trains etc. therefore less people and more powder, climbing, fishing for me. The reality is that if we don't do something we will destroy our precious resource. More people will continue to flock to the canyons year after year which means more traffic, congestion, trash etc.. We need to improve transportation, parking, and access so that we don't end up looking like the west desert, littered with shotgun shells and shot up appliances.</p> <p>Trains Please!</p>	Silver Spring, MD Snowbird, UT	4/30/2015 4/29/2015

<p>To Mountain Accord, I believe it is absolutely pivotal to produce a long lasting, efficient, and eco-friendly alternative to motorized vehicles carrying those who enjoy the Central Wasatch up our Canyons. I drive Little Cottonwood Canyon 5 to 7 days a week, and cannot believe the amount of single passenger vehicles I see every day. I am just as much a culprit of this standard as I am a proponent of fixing it. That is why we must also advance our ideals along with our infrastructure. This means this proposed mode of transportation needs to be convenient. There needs to be parking and adequate accessibility from other public transportation, and it must be affordable. The convenience of driving one passenger vehicles in the hundreds is a dying principle and we must evolve. I'd like to see a train that is raised and tunneled in many areas to not effect back country access, animal migration, and will not have to be closed due to slides. I think a gondola like the towns of Breckenridge and Telluride have could be a good alternative for LCC and BCC also. Thanks</p>	Snowbird, UT	4/29/2015
<p>As an employee in Little Cottonwood canyon, and a 30 year resident of the Salt Lake valley. I would like to express my support for the planning and effort towards the Mountain Accord project. Transportation issues involving the mountains surrounding the Salt Lake Valley will only increase over the next decade and beyond. It is very forward thinking that this project is underway, and without expert knowledge in reviewing the suggested plans, it appears that the scope of the project involves a variety of solutions with various degrees of commitment and reach. It is my opinion that a solution involve areas beyond the Cottonwood Canyons – involving Parleys Canyon and Utah County. Any potential solution needs to be larger than the current needs as we would only have to revisit this problem in future years as growth continues.</p>	Snowbird, UT	4/29/2015
<p><del>Thank you for your efforts and considerations. Protection of the canyons must involve intelligent use, limiting vehicles not people. Elimination or limitation of access is simply not a viable option.</del> Hello, I would like to express my support to improve transportation to our mountain resorts and to make the highway in LCC safer. In LCC we are often times, winter and summer, dealing with major traffic congestion on the way up the canyon and frequently again on the way down. <u>Please study all transit solutions to help solve this problem! . . . We are desperate! Thanks for the help!</u></p>	Snowbird, UT	4/29/2015
<p>I have been coming up this canyon for over thirty years. This canyon is one of the busiest in the state. If it were in Europe it would have a train. I would love to see a tracks kind of transportation for this canyon. It would help with the safety and environmental worries that so plague this canyon. Thank you.</p>	Snowbird, UT	4/29/2015
<p>As an employee of Snowbird Ski and Summer resort, I would like to weigh in on my thoughts of the Mountain Accord. I have been reading through the website, and was pleased at what I saw proposed, transportation wise. This will make such a big impact on our canyon, to cut down the traffic, increase ways to get up and down, and connect to other parts of the Wasatch. I have heard voices of concern from friends who were very opposed to the Mountain Accord for environmental concerns, however, after reading more I can see that the plans could really be a benefit to the environment, the locals, and the tourists. I am glad I read more about what is happening, <u>and I really applaud increasing public transportation in whatever form works out best for our canyon that we all love so much.</u></p>	Snowbird, UT	4/29/2015
<p>I support improving transportation to all Utah Ski Resorts. Over the snow as defined in One Wasatch would be my preference. Ski area connectivity would help Utah's economy and compete with other ski regions. It would make transportation safer, faster and more convenient.</p>	Snowbird, UT	4/29/2015
<p>Mountain Accord is tasked with seeking an appropriate future balance among the various uses and environments within the Central Wasatch, including the backcountry. The current balance has been established by the Uinta-Wasatch-Cache Forest Plan. This plan was implemented after a thorough NEPA process which extensively studied Forest use and found the right balance and provided both permanence and flexibility over time. To plan for the future Mountain Accord must understand what is at risk before significantly modifying the current condition. The Carrying Capacity of Wilderness, backcountry, side country and ski areas is what defines each zone's acceptable level of activity. The Carrying Capacity of each use area needs to be measured and optimized before any wholesale implementation of changes are made to the shared environment. Although adjacent to each other the various recreational uses are quite different and each use has it's own particular values. An increase of thousands of skier days within a ski area is likely welcomed from an economic point of view. And because it represents a small percentage increase in the overall visitation rate it would not fundamentally change the experience. The ski areas are where we cluster high density activities. The Carrying Capacity of ski areas is quite high and much of the near future use can be managed by addition of lifts and runs. However, a similar numerical increase in winter backcountry use would be disastrous to the experience and the safety of users. In these undeveloped areas even a limited increase in visitation will cause congestion and visitors will feel very crowded. The multiple use portions of the backcountry are very important to Forest health. They provide a buffer between Wilderness and ski areas and are where various user groups can share terrain. These are the only locations where the diverse recreational opportunities desired on the Forest occur. They also are sensitive and protected environments for wildlife etc. that could be easily compromised by ski area expansion. The land exchanges proposed by Mountain Accord are not all the same. Some protect the backcountry from development and some put the backcountry at risk. Since any incremental loss of backcountry is irreplaceable each proposed land exchange should be studied individually and with care; not combined and authorized through a broad brush legislative land exchange process. The exception being those ski area proposed land exchanges that protect the backcountry. These are welcomed and can likely be legislatively mandated. However, proposed land exchanges that adversely impact the backcountry should go through the NEPA process to examine desired conditions and insure good solutions. These include those that would provide lift service to the eastern Little Cottonwood - Big Cottonwood ridge line which would destroy the character of the backcountry due to an increased ease of access. This would essentially turn prime backcountry into sidecountry. Just the potential burden on local Search and Rescue alone is enough to deter this idea. Other proposed Mountain Accord solutions such as tracks, or tunnels are better. In addition it's not just the currently popular backcountry areas that need protection. As yet to be popularized multiple use areas such as those found in American Fork will be needed in the future as an increasing population forces those seeking a less crowded, yet accessible, experience to venture outside of the Central Wasatch. Large land exchanges for these areas should not be granted without examination and study through the established Forest Plan and NEPA processes. There are other threats to the multiple use areas of the backcountry. Currently there is an abundance of Wilderness on the Forest which is vastly underutilized. No more Wilderness acreage need be added at the expense of the multiple use backcountry. Lands can be protected through other Mountain Accord proposed means which are less restrictive on current activities. Even if the size of the backcountry remains as it is, predicted increases in population may destroy the character of the winter environment. Maintaining an acceptable level of quality use, based on Carrying Capacity, can only be sustained by limits on visitation. Backcountry overuse, and resultant potential conflict, needs to be addressed for aesthetic and most importantly safety reasons. In very popular areas, on particular days, Carrying Capacity has already been reached. Too many people in the same drainage can cause problems. Ski lines, desired for their powder, are limited and easily exhausted. There is real danger that overcrowding can push users into avalanche threatened areas or of one group of users potentially endangering members of another group. After more than 40 years Powderbird still represents the single largest group of backcountry skiers in these areas and we do our share to enhance the backcountry experience and safety of the public. We provide the unique service of escorting skiers through this beautiful yet avalanche prone terrain. We are the most regulated user group on the Forest and we exercise overcrowding resolution through mobility and avoidance.</p> <p>We are very much in favor of maintaining every single backcountry ski run since any reduction at all in available terrain to Powderbird or others will simply increase crowding in the remaining areas. The more places we have to go the easier it is for us to avoid others. Our clients, as well as other users, are all members of the public that rightfully deserve, and prefer, limited encounters with others in a relatively safe shared environment. Through an extensive permitting process, including two Environmental Impact Statements, Powderbird's use of these areas has been, and is now, restricted in both time and place. Our use has been stable since the 1980's and capped since 1999. Our use is not growing...we are not the problem. Other backcountry skiers claim their groups' use has been increasing and is expected to further increase. It is fundamentally unfair of an unregulated, growing entity to ask the members of the public who have utilized our guide service since 1973 to step aside so their group will have more room to expand. The Mountain Accord process is the ideal venue, and now is the ideal time, to begin placing conditions on backcountry access in high use areas in order to keep an enjoyable and risk manageable environment for everyone. Restrictions should be considered for all users. Use restrictions similar to those already in place on rivers, trails, and campgrounds throughout the country, including, registration, performance standards compliance, code of conduct agreements and permits. A combination of these will ultimately be helpful in preserving a rich experience. Not all uses are the same. Ski areas are very very popular, Wilderness is where one should expect solitude, and multiple use terrain is where you can expect a somewhat in between, but high quality, experience. For the experience to remain acceptable the backcountry cannot be decreased in size, it should not be made more easily accessible and it needs to quickly be protected from over crowding through access restriction. Mountain Accord can achieve all these goals through applying an environmentally driven preferential treatment that this limited resource deserves.</p>	Snowbird, UT	4/8/2015

<p>I attended the Mountain Accord meeting that was held in Park City. I've also perused your website a number of times. Unlike many, who seem to be either for or against certain ideas, I seem to be having conflict, making decisions about the blueprint. I can see both good and bad, with man, of the scenarios. I've taken so long to provide comment, since I am having a difficult time coming up with a definitive vision, that I would like to see.</p> <p>My preference would be for the Wasatch to be like it was as I grew up hiking, backpacking, fishing, ski touring, hunting, and riding motorcycles, in the Central Wasatch. I also realize that this isn't going to happen. Mostly because there are more people living close to the area and using the Central Wasatch. The hiking trails are more crowded, the powder gets tracked out earlier, and there are fewer options for trail riding on my motorcycle. It was certain to happen, given the proximity to an area that would see great growth.</p> <p>I'm concerned about "undoing" certain things, if they are found to not be good choices, 40 years from now. Tunnels, rail systems, and aerial transport, seem like they would be permanent fixtures in the Wasatch. If cleaner energy buses were used, there is more flexibility with plan. Again, I see good and bad with many options. I have enjoyed visiting Telluride, CO and using their gondola for transportation.</p> <p>The area in question is already overused at times. Taking steps to increase visitation could make things more crowded. Maybe congestion is a good thing. It could help to create some balance. Encourage bicycle, motorcycle, and bus use. Discourage automobiles. Once my favorite hiking trails in Millcreek became crowded, I quit frequenting those trails, and the canyon. One less user to contribute to the congestion...</p> <p>Keep Grizzly Gulch as it is. No lifts. No development. No One Wasatch. Wait and learn from the linking of Canyons and Park City resorts. See how many people really use linked resorts.</p> <p>No transportation links between Big Cottonwood and Park City (trains, buses, opening Guardsman Pass in winter).</p> <p>Thank you for providing forums to learn about this process. I've found the Mountain Accord to be overwhelming for a simple person like myself. However, I will keep attending local meeting and further learning about the process.</p>	Snyderville, UT	5/1/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	South Jordan, UT	4/28/2015
<p>I would like to express support for the comments provided by wasatchbackcountryalliance.org. Implementing controls now to protect key areas for human powered use is very important. Much like golf, downhill skiing is in a decline. The industry has created an environment that only the very rich can participate in. The business model of real estate development at the base of the resorts is not sustainable and will compound transportation issues in the canyons.</p> <p>The mountain accord needs to focus on recognizing the human powered users and protecting appropriate terrain.</p>	South Jordan, UT	4/30/2015
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<p>I support ONE Wasatch and over-the-snow connectivity and improved transportation to/from Utah's ski resorts. If this project goes forward, I would be more willing to move my family and small software business to Park City. I would be more willing to invest in real estate, knowing the convenient World-class skiing opportunity this would present. My work requires access to highly skilled workers, and I think I could convince people to move with me if the entire Wasatch was open and convenient to access. Even if I was not able to relocate, I would be more interested in selecting Utah as a recreation destination. The ability to access more than one resort in a convenient manner would help Utah's economy, it would be fun, and it would make me think twice about visiting Colorado for my limited days on the snow. Improved transportation to make my trip from ski areas safer, faster, and more convenient would make me more likely to vacation in Utah with my family, and my four kids would love to explore the entire area. Thank you for taking my comments into consideration when deciding how to allocate your resources.</p> <p>Regards,</p>	Springfield, VA	4/30/2015
<p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered. Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design. Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns. Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude. One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand. Have potential impacts from the following factors been fully evaluated? *The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing? *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance? Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Springville, UT	4/28/2015
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<p>Dear Sirs:</p> <p>I want to express my appreciation to everyone who has participated in and assisted with the preparation of the Mountain Accord Blueprint and supporting documents. I was impressed with the quality, conciseness, and organization of the documents I was able to review. I took the survey on the MountainAccord.com website after reviewing the Blueprint document. Within the survey I included numerous comments. My specific comments on the Cottonwood Canyons scenario are repeated below.</p> <p>Cottonwood Canyons scenario.</p> <p>I think the scenario presented is reasonable. Of course, the devil is in the details. That said, I endorse the effort to provide permanent protection for over 2,000 acres of holdings owned by the ski resorts. This will provide much needed certainty for these lands and provide quality dispersed recreation, including backcountry skiing, hopefully in perpetuity. The Blueprint did not make it clear (at least to me) whether these holdings would be purchased by the federal government as funds became available, or if the resorts would continue to own them but sign some type of memorandum of understanding (MOU) that they would henceforth be managed by the USFS, or managed under USFS regulations, with public access allowed. Perhaps that remains to be determined. Nor does the Blueprint specify just what additional protections these lands would receive. I assume that would be determined ultimately by the land management designation the holdings receive. I'm not convinced that any of the federal land management designations (i.e., Wilderness, National Monument, National Scenic Area, etc.) identified in the Blueprint are warranted or needed for this acreage, if the management practices implemented prevent degradation of surface waters within the Canyons. Any of these proposed designations, but especially designation and management as a Wilderness area, might galvanize opposition to and possibly scuttle this land management proposal.</p> <p>The information concerning the benefits to the resorts, primarily Alta and Snowbird, is vague, so I am reticent to endorse this portion of the scenario. I do however applaud Mountain Accord for presenting the transit tunnel proposals between LCC and BCC, and between BCC and Park City. I have numerous concerns and reservations about the tunnel proposals but acknowledge that the tunnel options need to be evaluated, particularly if we do not wish to see Guardsman Pass become a main thoroughfare between SLC and Park City during the winter, or additional backcountry acreage consumed by new lifts to connect the resorts. Hopefully a comprehensive EIS will thoroughly examine the transit tunnel proposals.</p> <p>The Blueprint does not mention a consideration to expand the Alta ski area into the Mt. Wolverine/Catherine Pass/ Mt. Tuscarora area that I was informed of through Save Our Canyons back in February. Is this proposal still on the table? I do not support such an expansion.</p> <p>Some questions:</p> <p>The Cottonwood Canyons scenario mentions 258 acres for base area management (item # 2). I assume this is to accommodate transit stops in LCC, BCC, and Park City and is a cumulative figure (estimate)? This acreage seems high if it is only for that purpose. Would the additional water for snowmaking (item # 3) come from dewatering and diversion during tunnel excavation? Item # 5 states that the resorts would benefit from "approximately 416 acres in American Fork Canyon." Would this be an expansion of the Snowbird resort? The map that accompanies the Cottonwood Canyons scenario does not show any expansion in this area.</p> <p>In summary, I remain neutral / undecided on this scenario for the Canyons, primarily because of my concerns re: the transit tunnels between LCC, BCC, and Park City, but I endorse proceeding with an EIS for the tunnels.</p>	Taylorsville, UT	5/1/2015

<p>Significance for Utah</p> <p>Long distance destination skiers are usually attracted to the larger resorts.</p> <p>Whilst Utah has a unique selling proposition in terms of the Greatest Snow on Earth, this has not yet translated into a large inter-continental destination market.</p> <p>Part of the reason for this lies in the lack of direct flights to Salt Lake City from the major skier exporting countries, particularly Germany and Britain.</p> <p>However another reason is the lack of connected resorts in Utah which European skiers are used to experiencing. France led the way in linking up mega ski circuses in the period 1970-2000. In the last 20 years, Austria has begun to compete with this, creating ski lifts where previously buses were the only way to connect between areas. Austria is now reaping the benefits of this investment.</p> <p>In contrast, Switzerland, which has always had a reputation for high service standards, has seen a fall from 30 million skier visits at the millennium to about 25 million, largely as a result of having fewer connected areas, and being perceived as expensive.</p> <p>Utah has an opportunity, starting with the unification of Park City Mountain Resort and Canyons to transform its position in the destination skier market. The degree to which this is realised will depend not only on this connection, but the extent to which "One Wasatch" is delivered. No other North American ski region has resorts so close together to be able to create an entity approaching 20,000 skiable acres to rival the mega resorts of France and Austria.</p> <p>However, there is likely to be ambivalence amongst Utahn skiers and snowboarders about the desirability of sharing their slopes with additional destination visitors – "no friends on a powder day".</p> <p>From the perspective of economic development, inter-continental skiers and riders are likely to come for more than a week. That means they will be present at least five days, Monday to Friday, when the resorts need additional custom. Destination visitors also spend more in hotels, restaurants, on equipment hire and purchase of local transport than locals do. They are an important part of Utah's economy and could be even more so in the future.</p> <p>So even though very few such destination visitors are likely to participate in this consultation, please do not forget them and their likely needs if they are ever to add the Greatest Snow on Earth to their "bucket list".</p> <p>Cottonwood Canyons</p> <p>If the four Cottonwood Canyons resorts were connected, they would create a combined area of 7,000 skiable acres, almost as large as the new Park City / Canyons.</p> <p>These four resorts are also the heartland of Utah's mountain area averaging 500+ annual inches of snow.</p> <p>Resorts on the Park City side of the Wasatch have the high mileage groomed trails to attract international skiers; the four Salt Lake resorts have the quantity of snow which helps create the unique selling proposition. Neither of these separately will generate as much repeat international business compared to what can be achieved if visitors experience both sides of the Wasatch.</p> <p>The "One Wasatch" concept postulates a link via Twin Lakes Pass via chairlift. This is necessary to create the experience of a unified four resorts. But it is not sufficient.</p> <p>Twin Lakes Pass is one of the snowiest watersheds on the planet. It is inevitable that there will be times of lift closures during the skiing day. Visitors, local and destination, will find themselves caught in the "wrong canyon". As in Europe, this will be highly popular with local taxi drivers, but not anyone else.</p> <p>As part of the Mountain Accord process, I would like to support the idea of a rail tunnel from Snowbird, through Alta to a point between Solitude and Brighton. This should be built to allow high density traffic, possibly two lines with a loop either end.</p> <p>The entire route, which would be about 4 to 5 miles in length should be in a tunnel and / or protected by avalanche sheds. Ideally it would be connected by underground pedestrian walkways from the main hotels / lodges in Snowbird and Alta. If it is done as a funicular, with passing places, the link needs to be fast to allow a high frequency service.</p> <p>One of the principal benefits of this would be provide an alternative route into / out of Little Cottonwood Canyon when avalanche danger is high. The train could be used to move between Canyons and then Big Cottonwood Canyon, which is seldom affected by avalanches, could be an alternative ground route by car, bus or shuttle to Salt Lake City and the Airport.</p> <p>Would such a rail connection be worth it?</p> <p>The Mountain Accord documentation postulates an extensive public or public/private transport network for the "One Wasatch" area.</p> <p>The problem is persuading people, particularly local people, to stop using their cars.</p> <p>If one considers countries with traffic free villages, the rail option has in some cases been in existence before cars were a prevalent means of transport. The Zermatt - Visp link in Switzerland is typical of many Swiss mountain railways, being over 100 years old. There was not a major issue persuading people to leave their cars, because they never got used to using them to this resort in the first place.</p> <p>But in the USA, there will be massive resistance. One way to try and persuade locals of the benefits of rail travel, is to offer it first, where people cannot currently use their cars – a new link between the eastern ends of Big Cottonwood and Little Cottonwood Canyons.</p> <p>Once local people begin to become more comfortable with mountain rail travel, it may be time to review whether the network can be extended to some of the other areas proposed by Mountain Accord.</p> <p>What form(s) of transport should be encouraged / discouraged in the Cottonwood Canyons?</p> <p>One unique feature of the Cottonwood Canyons is the density and size of population resident near the foot of the Canyons. This is very different to examples of high-altitude traffic-free villages in the European Alps where the main valleys are usually populated with smaller towns or other villages. Visp, lying below Zermatt, has a population of fewer than 10,000 and nearby Brig is about 13,000. Such settlements do not generate the intense local traffic flows experienced on winter weekends in American cities such as Salt Lake City and Denver.</p> <p>Innsbruck in Austria is an example of one of the largest cities in Europe set in a mountain environment, but even here the population is only 120,000, only a fraction of the Salt Lake conurbation.</p> <p>I am unsure what demand figures Mountain Accord is planning for. A rather elderly study from 2006 still partially available on the internet, appears to indicate that for the period 1993 – 2003, traffic flows on SR 210 were about 8,000 vehicles per day on February and March weekends. If this is still the case, I presume that it means over 10,000 people moving up and down Little Cottonwood Canyon on such days.</p> <p>One of the greatest challenges is that a very high proportion of more than 10,000 people want to go up the Canyon between 7.30 and 8.45 am on winter weekends and come down between 3.30 and 5.30 pm. This intensity of flows will be very difficult to cater for.</p>	<p>United Kingdom 1a</p>	
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<p>Access Gondola up Little Cottonwood Canyon</p> <p>There are obvious difficulties in sustaining service past almost 50 avalanche tracks. Siting the gondola line on the south side of the Canyon may mitigate this to some extent compared the avalanche threats to the road.</p> <p>However, even allowing for the fact that a ropeway would not twist as much as the road, the distance from the jaws of the Canyon to Alta is about 9 miles (14.5 km). Most modern gondolas travel at between 6 and 7.5 metres per second once they have left terminals. Even at the higher speed, a distance of 14.5 km would take over 32 minutes. However, this distance would probably require three ropeways in sequence, like the Olympe Gondola connecting Brides les Bains to the Three Valleys in France. Each station adds to the journey time. There would also need to be a station at Snowbird as well as Alta.</p> <p>In consequence, even if it were to be possible to shoehorn a lower terminus into the jaws of Little Cottonwood Canyon, the gondola journey time, not allowing for loading and unloading, would probably exceed 40 minutes to Alta and 35 minutes to Snowbird. Will this be acceptable to locals used to driving up the Canyon?</p> <p>Another critical factor is the location of the base loading station, and any stations up the line where skiers and riders are expecting to alight and start on trail. It is worth studying the access to the Olympe Gondola in France's Three Valleys on "how not to do it". The base area of this gondola in Brides les Bains is wedged at the entrance to a gorge with minimal car parking. Everyone has an uphill walk to the lift. At the top, the lift terminates next to the Olympic ice rink. Skiers and riders have a walk of almost 400 yards to the lifts which go uphill from the resort of Meribel. All of this takes more time and acts as a disincentive to use the gondola. This gondola is only half the length that a Little Cottonwood Gondola would need to be; and the French one has a 25 minute ride time.</p> <p>Is there enough land right at the mouth of Little Cottonwood Canyon to cater for perhaps 8,000 vehicles if Alta and Snowbird were to be largely car free? In a car park this size, the journey time from parking the vehicle to walking or being shuttled to the gondola base becomes significant.</p> <p>Finally will the access gondola generate massive lines at peak times to go up in the morning and back at the end of the afternoon? It is important to study capacities for gondolas. For example, Whistler – Blackcomb's Peak to Peak Gondola has an hourly capacity of 4,100 passengers. However, as this is between two mountains, there is substantial traffic going in both directions simultaneously. With an access gondola this would not be the case. Nearly all the traffic will want to go up in the early morning and back in the evening.</p> <p>The new Penkenbahn lift at Mayrhofen in Austria claims a peak capacity of 3,840 per hour, but this relies on 8 standing passengers per cabin for a ride which will take less than 9 minutes. Without standing passengers, the capacity will be 2,880 persons per hour.</p> <p>The capacity of the Olympe gondola at Meribel, is about 2,700 per hour along the three connected ropeways.</p> <p>The two gondolas developed for Sochi are the cutting edge of 3S technology. Sochi was the first to have a 3S lift with an intermediate station. Sochi also has the longest lift with 3S – but still only 5.5 kilometers (barely 40% of what would be needed at Little Cottonwood).</p> <p>I would suggest that Mountain Accord arranges to study modern examples of access gondolas to see how much of the peak weekend traffic in Little Cottonwood could be accommodated by this method. If the gondola is a merely an option alongside driving up to the resorts, it is likely to be underutilised – even with a heavy pricing incentive not to drive.</p> <p>Mountain Railway Option</p> <p>I am unable to get my head around how any form of mountain railway could transport 10,000 people, nine miles from the base of Little Cottonwood Canyon to Alta / Snowbird in a time window of under two hours. Whilst cable railways (funiculars) are capable of track speeds of 12 to 14 metres per second, they are for much shorter distances. Some of the quoted higher passenger capacities per hour for funiculars seem to be on short urban lines such as the 600 yards Kabataş-Taksim Funicular in Istanbul.</p> <p>For an example of a longer journey from urban to alpine, the Hungerburgbahn goes from central Innsbruck in Austria on the first stage of the Nordkette range journey. This funicular may have a line speed of up to 10 metres per second, but the maximum transport capacity is only 1,200 passengers per hour. And it is just over a mile in length.</p> <p>Track speeds on other forms of mountain railway are much slower, particular if gradients require "rack and pinion" or some of the steep grade technology to prevent slippage on the track.</p> <p>Some form of mountain railway, could obviously be better protected from avalanche danger, although the cost of constructing most of the line in avalanche sheds would be high and may be unsightly.</p> <p>The same strictures about the positioning of the base area and the top stations for a mountain railway apply as with a gondola.</p> <p>Congestions at the stations, particularly the lower terminus (applies to gondolas and railways) – and en route to the lower terminus.</p> <p>Although road congestion in the Canyons may appear to be the most severe problem, the road network to the base of Big and Little Cottonwood Canyons is not ideal to cater for high densities of early morning or late afternoon traffic. From Junction 6 of I-215 it is about 1.7 miles to the base of Big Cottonwood Canyon and 5.5 miles to the base of Little Cottonwood. The distance along SR 209 from Junction 295 on I-15 to the base of Little Cottonwood Canyon is about 7 miles.</p> <p>Any transport solution which relies on a large proportion of Canyon users driving to the foot of the Canyon and parking there, creates a "muddy gate" problem, where the approaches to the lower terminus become congested with private vehicles trying to reach the car park. Of course, one would like to think that most users could be persuaded to use public transport all the way from their homes to the slopes. In the American context, is this realistic?</p> <p>Why not test out buses first?</p> <p>Before investing in highly expensive gondola or rail options in Little Cottonwood Canyon, why not try a moderate improvement option?</p> <p>As an experiment, a partnership including, Utah Transit Authority, UDOT, Snowbird and Alta, could seek authorisation to close SR 210 on one Saturday early in April 2016. Only property owners in the Canyon, essential service vehicles and possibly shuttle services for destination visitors arriving to stay in or leave Alta / Snowbird, would be allowed to use the road on this day.</p> <p>The two resorts should try to stimulate late ski season demand for that day by a major incentive such as a free or very low cost lift ticket. UTA should provide a free bus service. UTA would round up every bus they could spare for the periods 7.00 to 9.00 am and from 3.30 to 5.30 pm. The aim would be to try transporting more than 10,000 people up Little Cottonwood Canyon in under two hours at the start of the day and back down again at the end. This would need a lot of buses.</p> <p>The advantage is that there could be multiple starting points around Salt Lake and Sandy, reducing the "muddy gate" problem. 250 bus trips up the Canyon by road may not seem a very green alternative, but it is considerably greener than 8,000 cars.</p> <p>It does little to address the avalanche issue except insofar that the smaller number of vehicles on SR210 should be easier to manage. However, if this looks like a possible improvement, even in the medium term, it is easier and more flexible to buy more buses than to introduce light rail. Whilst light rail has a much greater carrying capacity in urban areas, the logistics of mountain travel for skiing and snowboarding are very different.</p> <p>Commuters using light rail in the City create peaks Monday to Friday about 50 weeks per year (= 240 to 250 days annually).</p> <p>How many days is the traffic in Little Cottonwood Canyon really bursting?</p> <p>On how many days does the number of vehicles wanting to go up exceed 8,000 vehicles? 20 days? 30 days annually?</p> <p>What is the average daily traffic in Little Cottonwood Canyon? 6000 vehicles? 7,000 vehicles? These are still very high figures for a mountain road with considerable avalanche danger.</p> <p>The other issue with introducing a mountain rail or gondola solution into Little Cottonwood Canyon is displacement. Would this result in those who want to drive to a resort choosing Big Cottonwood instead? Understandably this will not be an acceptable outcome for Snowbird and Alta Resorts.</p> <p>The advantage of an enhanced bus option is that if it works for Little Cottonwood, it could, in time, be applied to Big Cottonwood as well.</p> <p>Mountain Rail in Parley's Canyon</p> <p>Despite what has been said above, I have more positive feelings about the potential to create a system to transport passengers from and to Salt Lake Airport to Park City by rail. A greater proportion of these would be destination visitors, using rail to transfer to their lodging, rather than locals. Destination visitors coming to Park City for several days are less sensitive to a journey taking an hour rather than half an hour than are local day visitors. For destination visitors on shorter breaks, time becomes more pressing. The arrival / departure of destination visitors is likely to be less subject to Saturday or Sunday time specific peaks than the travel needs of locals.</p> <p>I have not aimed to address all the issues considered by Mountain Accord; this response is more than long enough already.</p> <p>This response has been produced to stimulate further thoughts; it is definitely not intended to prescribe long term solutions.</p>	United Kingdom	
<p>To Whom it may concern:</p> <p>As someone who tries to take a ski vacation in Utah 2 or 3 times a year I want to express my support for the Mountain Accord proposal. I think any effort that will provide a more environmental sustainable way to access Utah's Wasatch Mountain Ski &amp; Snowboard Resorts should be pursued. Utah has some of the best skiing I've experienced anywhere but that great Mountain experience is threatened by un-planned growth resulting in traffic congestion and overbuilding in the fragile Mountain environment. The Mountain Accord, in my estimation, is a necessary first step in addressing these challenges and should be pursued. Thank you for taking into consideration this viewpoint. ☺</p>	Waltham, MA	5/1/2015
<p>The Mountain Accord proposal has the potential to protect the Central Wasatch Mountains through coordinated and cohesive planning. The overarching goal of Mountain Accord must be preservation of the wild and wilderness aspects of this area which is crucial to the health of the Wasatch Front. The watershed and ecosystem services of these lands trump all other considerations, include skiing, tourism, and transportation. In that light, strengthening watershed, forest, and wildland protections must be the main emphases of this plan.</p> <p>Thank you for the opportunity to comment on the Mountain Accord proposal.</p>	Wanship, UT	4/11/2015

<p>We've traveled to Utah from Washington, DC the past 2 winters - Powder Mountain in 2014 and Brighton in 2015. We've thoroughly enjoyed our experiences at both resorts.</p> <p>A couple of comments:</p> <p>Both resorts could benefit from a bus system to/from airports and even into town for shopping and restaurants.</p> <p>Neither location had a wide variety of restaurants in the resort vicinity. We had rented a car so were able to explore a bit, but might be worth exploring a bus option to attract more people into spending money in town. We drove 15 miles to grocery shop from Brighton. Also, could find no restaurants for dinner in the area other than the one a couple of miles down the hill. It was very good, but with the projected population growth will need more options.</p> <p>We'd be interested in resort connectivity. We couldn't find anyone who knew if we could buy lift tickets that we could use at Brighton and Alta.</p> <p>Employees at both resorts couldn't be more friendly and helpful in all aspects of our ski experience. Lessons for our boys were top-notch and fun. Easy to rent equipment and turn it in.</p>	Washington ,D.C.	3/17/2015
<p>I support ONE Wasatch and over-the-snow connectivity as I think it will help Utah's economy and be more fun.</p> <p>Please minimize development of the Wasatch Mountains! I can see that bus transportation could improve access. Please don't allow a trap line!</p>	Washington ,D.C.	5/1/2015
<p>I want to voice my support for One Wasatch. I come to Utah to ski each winter from Massachusetts. It would make our family's experience even better to have ski resorts linked and to have improved transportation available.</p> <p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.</p> <p>Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand.</p> <p>Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing?</p> <p>*Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	Wellesley, MA West Bountiful, UT	4/30/2015 4/28/2015
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<p>Hello Mountain Accord,</p> <p>I strongly prefer the ski connectivity over snow as this method has been proven on six continents as being the most affordable system as well as most enjoyable for our guests. The train idea is sort of cool but at enormous expense both financially and environmentally.</p> <p>Good luck,</p>	Whistler, Canada	4/30/2015
<p>I have been following the one Wasatch planning process over several years. I have also been working as a consultant for Alta Ski Resort personally since 2007 and my company Ecosign Mountain Resort Planners has been actively involved in planning projects in the Wasatch area since the 90s.</p> <p>I live in Whistler and am an active backcountry skier.</p> <p>I support an over the snow connection between ski resorts in the One Wasatch Zone.</p> <p>I DO NOT support the concept of a train up Little Cottonwood Canyon connecting to Park City. Trains are a high cost, low capacity and low customer experience solution to the transportation problem in the One Wasatch Zone. The idea of a train has been overly romanticized and will not provide the optimal solution for transportation in the mountains.</p> <p>Cable Transport Over Snow Concept:</p> <ul style="list-style-type: none"> <li>· Best experience for customers because of views, continuous flow of system (no waiting for scheduled departures), opportunity for summer and winter recreation</li> <li>· Over snow concept will create the largest ski circus in North America. This is a massive marketing opportunity and positions all of the ski areas in Utah far ahead of other areas with disconnected resorts.</li> <li>· Footprint of lift towers has minimal impact on landscape.</li> <li>· As a backcountry skier I do not support the idea that lift development connecting ski areas should be limited to allow for undeveloped backcountry ski terrain. Skiing between resorts is the most energy efficient, low carbon emission, light impact way of moving people.</li> </ul> <p>There is a disturbing contradiction in the concept of developing transportation system with an incredibly high cost to the public sector which will have more of a carbon footprint as an alternative to over snow cable transportation simply for the goal of preserving land for ski touring vs. lift accessed skiing.</p> <p>There should be an over snow, cable transport lift connection between the 7 ski resorts in the One Wasatch zone. This is the most cost effective, efficient system which will provide the greatest benefit to the tourism industry as a whole and will ultimately create the optimal guest experience.</p> <p>I am a big proponent of the mountain accord. I ski all over the country and if there's better transportation between the big/little Cottonwood Canyons and Park city it will be the only place we'll go for a ski vacation because there will be nothing like it out there.</p>	Whistler, Canada	5/1/2015
<p>I support ONE Wasatch and over the snow connectivity.</p>	Wilmington, DE	4/30/2015
<p>After reading the major objectives of the MA transportation proposal it appears to me to be one not fully addressing the Wasatch One objectives. Specifically, WO proposes to connect the ski resorts to allow visitors to ski between resorts not just for transportation between the resorts. You must explain to ski industry and to the skiing public why connecting the areas by skiing is not even an alternative discussed. I would imagine that the ski industry has not bought into the MA proposal and, likely, never will unless the skiing public says that connecting the resorts by skiing is not important.</p> <p>It appears that the true objectives of the MA initiative is to prevent the ski areas from developing a lift system between the canyons so more terrain is accessible by skiers (that would be the European way). Setting up the strawman of a rail system through the canyons which would be, of course, unfeasible (cost and environment) is a way to make any alternative considered in the EIS strictly a transportation alternative.</p> <p>If the WO process doesn't look at ways to accommodate skiing between the canyons, my guess is that it will eventually be forced down your throat. If it were me, I'd look into ways to minimize the intrusion of a few additional lifts (like small tunnels to reduce the ridge line footprint). Putting up a few extra towers like how four lift towers will cover unacceptable winter quality problems is a solution that will eventually be needed.</p>	Woods Cross, UT	5/1/2015 3/17/2015
<p>Hello,</p> <p>I have led and been in several groups to Utah in the last few years. I also worked in Vail in lift maintenance so have a clue about resort life for the locals. Here are some comments:</p> <ol style="list-style-type: none"> <li>1) The interconnect seems like a good idea, but I wonder how much it will be used. Alta and Snowbird are already connected, as are Park City and Canyons. Solitude to Brighton seems like a no-brainer. Not sure that going beyond that makes sense.</li> <li>2) Transportation! We used the busses when we stayed in Murray and skied Alta/Snowbird. The bus service was AWFUL. Long lines, poor bus shelters, not enough capacity. Standing for that ride after a day of skiing is simply unacceptable, many of us are not in our 20's! Many in our group got fed up and rented cars, and then you have to find a parking place. My suggestion is a light rail with lots of capacity. Design in snow sheds so avis don't close the canyon. Try to minimize car travel up those roads. When we went to PM.Snow Basin, we chartered busses and that worked well there.</li> <li>3) Make the resorts work for the COMMUNITY, not just the skico. With Vail in town, you will see greed in monumental proportions, welcome to the \$10 cup of soup. (And poor wages for workers...) I know Utah is very pro-business and worker unfriendly, but when you have sub-standard wages, you wind up paying for them in other ways. Force fair wages, eliminate the illegal workforce and keep your community prosperous. The mountains are a community resource, the skico's make PLENTY. It won't kill them to be good to employees.</li> <li>4) Control the "Trophy Home Syndrome". Castles that sit empty use resources, contribute little and drive up the cost of living for everyone else. Your realtors and especially Vail will fight this as they are more interested in development than skiing. Perhaps a higher property tax for unoccupied properties? Think about it, trophy homes are like cancer, they gobble up resources, contribute little to the community, and make it hard for "ordinary folks" to live.</li> </ol> <p>Thanks for listening, looking forward to returning to Utah in a couple years. ☺</p>		3/17/2015
<p>While I understand the desire to ease traffic congestion to the tri-canyon area, I think adding trains and extra lanes will negatively effect the canyon environment and the experience had by those who recreate in it. It's already hard enough to have a wilderness experience so close to a major urban area. Making the canyon environment more urban is a step in the wrong direction. Please don't destroy the very thing that makes the Salt Lake area so special.</p>		3/17/2015
<p>I support one Wasatch I support increasing the size of all parking lots I support more hiking trails I support a gondola up LCC I support increased bus service. I support two lanes up LCC I do not support a train up LCC</p>		3/17/2015

<p>The problems associated with increased population and development will not resolve themselves without defined action. While we still have some amount of choice, and can still take steps to shape the future of our mountain environment, we must make some difficult decisions.</p> <p>One of the most significant issues we must face is management of transportation. Much as we wish we could continue to drive private cars, unrestricted, up the Cottonwood canyons (particularly Little Cottonwood), the need for a functional public transportation plan is evident. Thousands of cars travel up Little Cottonwood each day, resulting in parking problems and increased air pollution. In the winter, slow traffic increases exposure to avalanche danger. The crowds of people competing for parking at popular recreational sites detract from the aesthetics of attractive areas. Clearly, management of traffic is becoming critical.</p> <p>A proposed rail route up LCC is one solution which has been offered to alleviate traffic; however, it is expensive. Many people have voiced objections to the visual impact of a railway. Moreover, construction of a rail line would be a lengthy process which would create noise and negatively impact aesthetic quality. Perhaps a less intrusive option would be a shuttle bus system, running year-round, with enough vehicles to accommodate users, and enough flexibility to adjust to peak use periods, as well as times when fewer people travel. An increase in bus service could be implemented with less construction, with less permanent change to the environment and less expense. Public demand and response could be evaluated without major investment, and schedules could be adjusted to meet seasonal and daily peak periods.</p> <p>For either rail or shuttle service, a fee structure should be put in place to favor use of public transportation and to discourage the use of private vehicles. I can imagine a scenario in which early morning personal vehicles could access the canyon for either no fee or a minimal one (this accommodates focused climbers, skiers and hikers who want an early start to a long day, at a time when shuttles might not be in service). During the day, and especially on weekends, shuttles could be offered at a minimal fee rate - or for free - while fees for private vehicles would be higher. High occupancy for private cars could lower fees for use. Basically, cost of access can be manipulated to shape the kind of usage that is best for the mountain environment.</p> <p>I am in favor of the proposed land exchanges, which lead to consolidation of areas of development at the base of resorts and existing developed areas. As we consider how that development will be defined, I end up thinking that an enhanced bus/shuttle service will involve fewer permanent impacts in limited available areas than a rail line would. Some degree of resort development is inevitable, but the overall scale and visual impacts need to be managed with a comprehensive perspective.</p> <p>I applaud the collaboration that has been put into the Mountain Accord resolution so far. The guiding principles of compromise and negotiation is admirable. Thanks for the efforts and commitment.</p>		3/17/2015
<p>Thanks for the meeting tonight, March 17, 2015 at the Holladay Library. I would simply like to vote in support of the proposed shuttle bus transit, complete with the proposed tunnels for the Cottonwood canyons. Also, more emergent, I would like to vote in favor of railway transit between Salt Lake and Park City along the I -80 corridor.</p> <p>Thanks,</p>		3/17/2015
<p>As a former employee of the Alta Lodge and a sometimes Alta skier, PLEASE DO NOT GO THROUGH with this exchange. Alta is special because it DOES NOT have all the consumeristic crap up there. It is a beautiful, almost pristine place to go where a person doesn't have to see commercialism at every turn. Leave it alone. PLEASE. Thanks for your consideration Helen Guidotti</p>		3/18/2015
<p>I feel it is vital that equestrian uses be a part of the planning process!</p>		3/18/2015
<p>Hello,</p> <p>I am both a resort skier and a backcountry skier. I hold an Alta/Bird combined season pass. I also buy passes for my family. I travel to Utah regularly during the winter and spring to enjoy recreation in the mountains. My opinion is that the current balance between the resorts and the backcountry is roughly appropriate. I do not want to see more resort development. I do not want to see the resorts connected at the expense of other recreational uses. I do not want to see a lift in Grizzley Gulch. I do not want Snowbird or Alta to expand. I do not want any trains or other expensive transportation built up our canyons. (We could surely improve our bus service as a first step on that front.)</p> <p>Thank you for hearing my opinion.</p>		3/18/2015
<p>I have heard too many (deliberately) anti-future-think people dis the Blueprint, because: "You can't run a train up Little Cottonwood Canyon", "You can't construct a tunnel between the Cottonwood Canyons", "It will be far too expensive, BTW how much will it cost me", "We have many other needs that should be of a higher priority", etc.</p> <p>I think that these kinds of comment are not helpful in developing a much needed transportation/access solution for a very significant problem situation. Therefore, I recommend three things;</p> <ol style="list-style-type: none"> <li>1-Ignore the ignorant litany,</li> <li>2-Continue with honest public relations, focusing on educating the general public, and</li> <li>3-Commission FIC and more detailed design so that we can begin to rationally assess the better options.</li> </ol>		3/21/2015
<p>How can you ask the public to comment intelligently without estimates of costs for each Concept, and how the alignment of the rail line and extra bus express lanes would impact the canyons and residential areas along the train tracks/ bus lanes.</p> <p>There are other key questions. The first question to be asked and answered is who will pay for such ambition plans.</p> <p>A few of the other questions I can think of follow:</p> <ol style="list-style-type: none"> <li>1. Would the train require fencing to protect animals? If so would it restrict the public access to some recreational areas?</li> <li>2. Would any of the Concepts create other hospitality centers along new transit routes at the expense of existing hotels and other components of the tourism industry?</li> <li>3. Where would the parking facilities for access to public transportation be located?</li> <li>4. What are the transit times (how long would it take to get to the resorts)?</li> <li>5. What is the proposed frequency between trains during peak periods as well as other times during the year?</li> <li>6. Could the transit district afford to run trains during spring, summer and fall? UTA is already finding it difficult to provide adequate bus service because of TRAX and FrontRunner.</li> <li>7. What would be the cost of public transit?</li> <li>8. Would the train require transfer stations to get to the canyon?</li> <li>9. Would tourists, especially families, that stay in the valley forgo rental cars?</li> </ol> <p>It seems appropriate to see if toll roads, ride share, parking fees, and adequate parking at existing will reduce congestion in the canyon before spending millions because Snowbird wants a train.</p> <p>I would have hoped that the Mountain Accord committees would have discussed these questions. If so why not tell the public.</p> <p>Do you really think the public can provide good feedback with the answers to many of these questions?</p>		3/22/2015

<p>I think that the Mountain Accord is defiantly a group that has our best interest in mind. I think that most of the main goals of the plan are still very general but are all towards the best interest of the environment and the users of the environment. I like how they broke their goals into four separate categories and then further goals within those separate categories. I feel like that will give the creators of the plan the best potential to supply future users of the area the knowledge to make educated opinions about the plan. I will be interested to see how all of this ends up on the short term end but more on the long term end of things.</p>		3/22/2015
<p>I would like to start by thanking all the members of this committee for their efforts in addressing this truly critical issue. The Wasatch Mountains are a unique and profound part of Utah's personality and their preservation is an essential task. Preservation is my highest priority and unfortunately, some items in the Mountain Accord's plan don't seem to match my vision of preservation. The Cottonwoods' hold some of the greatest skiing in the world and we are fortunate to have four world class resorts within their boundaries. For many guests of these resorts, their proximity to wilderness only heightens the experience. Try to imagine any other tourist destination that combines majestic, untrammelled nature with a major city like Salt Lake. It's hard to find. Denver certainly doesn't have it. That is why I fear expanding the resort boundaries and connecting the canyons with each other and/or Park City will only diminish this distinct character of our canyons.</p> <p>I do recognize that traffic congestion in the canyons is a growing concern and I am well aware that the current transit infrastructure is ill equipped to handle predicted increases in use, but breaking down the natural barriers of our backyard with tunnels and trams isn't the answer. Nor is adding a tax burden to local citizens to fund these projects appropriate when the improvements will have a direct financial benefit to the ski resorts. Some ideas proposed in the Mountain Accord seem more inclined to feed a ski industry promotional machine than to preserve our mountains. Some ideas seem ready made for an article in Ski Magazine or a segment in the next Warren Miller movie. While I'm not trying to keep the Wasatch "to myself", I'm concerned that some Mountain Accord plans are being steered with the added bonus of lining the ski resorts pockets as opposed to responsibly managing our backyard.</p> <p>I am a backcountry skier. I am also a resort skier. I appreciate being able to ski at Alta or Snowbird, but I strongly feel that a plan for the Wasatch should not be centered around those buying a lift ticket. I would like to see Silver Fork, Grizzly Gulch and Wolverine, etc. kept "out of bounds" as part of this plan so that there are still some places left to experience a more natural ski experience.</p> <p>I'd also like to add that if a train is chosen as the means for L.C.C. transportation, that it A) stops at Alta and does not continue through a tunnel, B) is not merely a shuttle to the resorts during lift operation hours. (an early train that stops near White Pine would provide a great alternative for an already crowded lot) and C) has an adequate facility for parking at the mouth of the canyon. Currently, the biggest disincentive for taking UTA is the limited parking.</p> <p>Thank you again for inviting public comment and I look forward to seeing our Wasatch maintained and improved for the benefit of all.</p>		3/22/2015
<p>Dear board members, Having read though the Mountain accord I have several concerns with this project.</p> <p>The Board I do not think this board is well balanced. I think too many members are representing the private interests of the incorporated Cities as well as the Ski resorts. Thus I am afraid that the input that is being put forth by the citizens will be ignored and I think that the decision for development and connecting Little Cottonwood canyon with Park City has already been made. This reminds me of some advice my dad used to tell me. Never ask a barber if you need a hair cut. The couple seats that represent the people and groups that want to protect what little land is undeveloped does not represent the overwhelming majority who want no new development. So even if the couple of board members object, the majority of the board who represent commerce, will proceed putting these businesses private interests above the public good.</p> <p>The Land Swap The Mountain accord plan is not doing enough to protect what little untouched nature is left the Wasatch front. The biggest glaring injustice is the proposed land swap. I am not in agreement with the land swap that is being offered especially by Alta lifts. 100 plus acres in the heart of the town of Alta for land of little value. Giving Alta lifts 110 acres for development is appalling. Alta lifts shareholders have been in court for almost three years with the town of Alta trying to develop land that they were able to purchase below market value because they had originally agreed to keep it as open space. Once this land is made private Alta lifts will come back over time maybe 5 years maybe 25 and fight to have it re zoned for higher density and more development. Alta lifts should be asked to come back to the table with the real reasonable offer.</p> <p>Transportation Little Cottonwood Canyon and Big cottonwood Canyon is too narrow and small a canyon to put in a train system without destroying the fragile natural beauty of these canyons. I am aware that representatives have flown over to Europe to look at their train systems in Grindelwald and Wengen as well as ZERMATT. Having spent approximately two months a year in the Alps for the last 11 plus years in winter ski season as well as in the summer. I know these areas quite well. And these canyons are much wider and larger areas than The Wasatch canyons. These Wasatch canyons roads are much more comparable to the canyon where Saas-Fee ski resort is located. Saas-Fee is in a much narrower dead end canyon which is actually a side canyon on the way up to ZERMATT. Saas-Fee uses a bus system and is also a car free town that has a pay for parking structure for the entire town at the base of the village.</p> <p>Verbier is also one of the largest ski resorts in Switzerland and is at the top of a dead end road and also does not have a train that goes up to the village. I am concerned that the committee that went to visit the train in Grindelwald and Zermatt did not look at the entire transportation system. But were simply dazzled by both the cog trains and the car free villages.</p> <p>One Wasatch All humans want freedom. This is why we go to the mountains. When people go into nature they find true happiness and joy. When people can get away from any sign of man ( development ) They realize they do not need material possessions to make them happy. Buildings developments and giant mansions do not bring a sense of nature. Or peace and happiness. They can create feelings of Envy, Jealousy, Anger and resentment. One look at several of the ski resorts shows there has been no restraint to preserve this feeling of nature. These mega resort developments resemble shopping malls where the ski runs have become isles in a giant mall. Where everyone has ski in and ski out condos yet no one ever gets the peaceful joy and awe of being in nature but just inside some fancy development.</p> <p>One Wasatch's vision to create a European style ski experience is mistaken. The Wasatch is not the Alps. The Wasatch is one ridge line with over 50,000 people accessing less than 10 square miles. The Alps is Vast. When you look out at the mountain vistas while skiing in the Alps it looks the same as it had 5000 years ago. nothing has changed for over 5000 years! This is what gives people a great sense of freedom and happiness throughout the Alps. This will not be achieved by creating a giant resort development that goes over into Big and Little Cottonwood Canyon from Park city and Deer Valley through bonanza flats.</p> <p>I hope you will take in to account that once developed this precious resource will be gone forever. I appreciate your time and consideration in reading my email.</p>		3/23/2015
<p>Dear Jen, I watched the Online Panel discussion last night with great interest. Clearly, the people involved are all sincere and interested in preserving the central Wasatch. However, their priorities and interests are not precisely aligned.</p> <p>As you know my attachment to Alta is long and deep. I have been an annual visitor since 1973, my wife and I were married by Bill Levitt and 3 of my children were lodge employees after finishing college. I am an advisor to the Friends of Alta and an original founder of its predecessor the Alta Defense Fund.</p> <p>It is obvious that any final plan for the Mountain Accord will have to pass muster with Utah and especially SLC residents. However, it should also be noted that the priorities of residents might not be the same as the tourist community. As an out of stater greatly attached to the area I would like to make a few comments.</p> <ol style="list-style-type: none"> <li>1. The uniqueness of the area lies in its wilderness personality coupled with minimal development and an attachment to what many would consider old fashioned ways. For me this is what sets Alta and Little Cottonwood Canyon apart from all the other major US ski areas. I chose to return to the area year after year precisely because it was not Aspen, Vail or any one of the dozens of alternative destinations. If trains and tunnels etc. lead to a developed crowded experience I think I would go elsewhere and Alta would lose its uniqueness. I am not against progress or improvement. However, the guiding principle must be the protection of an irreplaceable natural resource and the business interests of ski areas, developers and others must take a back seat.</li> <li>2. I realize the population of SLC is increasing rapidly and it is an attractive location for all manner of businesses related to outdoor recreation. This inevitably results in greater demand for recreational activities and strains the transportation network. A more reliable and faster bus service would be desirable. However, private cars should never be excluded from the canyons. The thought of connecting chair lifts and tunnels etc. make me cringe as they would inevitably alter the character of the area.</li> </ol> <p>This is clearly a very complex issue which will not be solved to everyone's satisfaction. However, utmost care should be taken not to destroy what we have in the name of "progress"</p>		3/24/2015
<p>Hello, My husband and I have already submitted comments, but we were discussing this in more depth and came up with the following game plan:</p> <ul style="list-style-type: none"> <li>* Close BBC and LCC to private vehicles from 12/1-5/1 (or all year)</li> <li>* Build a central transportation hub on the despoiled land by the gravel mine on Wasatch, near 6200 S. Hub would have a multi-story parking structure and terminals for buses to Park City, BBC, and LCC.</li> <li>* Buses should run on natural gas!</li> <li>* Run express bus service to Deer Valley, Canyons, and PC resorts, perhaps 2x/AM and 2x/PM. Run express and local buses up BBC and LCC, every 15 minutes, from 7:30 AM-5:30 PM. Express buses stop only at Alta, Snowbird, Solitude, and Brighton. Locals stop at all backcountry trailheads.</li> <li>* Private car can purchase a fairly pricey day pass for travel that begins before 7:30 AM. Emergency shuttles available at a cost for travel after 5:30 PM. Some special bus service may be needed for late- or early-working employees.</li> <li>* Regular BBC and LCC canyon bus service is free to season pass holders at Alta/Snowbird and Brighton/Solitude; season bus pass available to locals w/o season ski area passes for affordable price. Non locals pay slightly more, and can buy daily/weekly/monthly passes.</li> </ul> <p>These ideas are not cheap, but are probably in line with the costs to create tunnels or aerial trams, which will do little to curb traffic and will instead further degrade what's left of our wilderness areas.</p> <p>Hope this is helpful!</p>		3/24/2015

<p>Dear Mountain Accord, First off, what you are coordinating here is what is needed to be done, in order for as many stakeholders to weigh-in on the future of Utah. In general, I feel that as much of the land that is able to be preserved as Wilderness or as wild as possible is needed. Utah is one of the fastest growing states and if the land isn't protected, it will fall to the developers for greater and greater recreation creations and not what nature has for us to enjoy, in its true state. It is what so many people find here, the wildness, and that will be lost if developed more. The other trend is for land managers to keep allowing more access for off-road use, and that has taken from the enjoyment of others and taken form wildlife its self. For what is already developed, more limits on numbers of cars, and developing other means of transport such as buses will help the traffic, noise and pollution issues. thanks for your time,</p>		3/25/2015
<p>Do not cut down trees do not demolish mountains do not infect global warming Do not affect snowfall "because utah is coming of its worst season in history" do not instal roads in the cottonwood canyons so that if you are staying in snowbird/alta/solitude/Brighton you do not have powder to yourself anymore because now it belongs to 10,000 other people -do not make air pollution worst "because slc is becoming like Los Angeles wether you want to know it or not" -do not Tare down the wastach national forest -do not harm wild life -do not change utah so much people leave -if don't do what I said me and the other 6 million skiers are going to aspen/snowmass</p>		3/25/2015
<p>I am absolutely adamant about ANY interconnecting the resorts! I can't express how infuriating this is to even think about. The Wasatch is so close to SO many near by that I feel these are our wonderful, beautiful, majestic play grounds that we who are close (and that is a lot of people) don't want to become some huge tourist destination. The money might poor in seasonally with tourist, but what about local citizens? I don't have answers I can only say that these are Utah mountains and we in Utah LOVE them and actually frown upon tourist. Ever hear the saying, "Local First"? Seems to running rampant these days. <del>Please take in to consideration the people who live here and not the greedy dollars that want to intrude</del></p>		3/25/2015
<p>Hello, I am a concerned citizen when it comes to One Wasatch. I do not agree with the expansion and the forward movement of One Wasatch. I see your "ideal" scenario, but when do our ideal scenarios ever happen? Never. One thing that makes utah so wonderful is the fact that we have distinct and separate mountain areas. And we have protected them. I can't take my dog hiking in the cottonwood canyons, but you think that blasting a hole through the mountains and building a train or a bus lane will have less impact on the watershed and environment than my dog. Something about that doesn't seem right. I don't think we need to increase the amount of people up our canyons. I go to the mountains to be in the beauty of nature and get away from people. Our mountains cannot withstand that amount of impact from people. Trails will become overcrowded and beautiful ates will be degraded die to overuse. The quality of the unique utah experience will be jeopardized. The ski resorts don't need to be bigger. They are fine just the way they are. Leave a little space for those of us who like to get away from the crowds. Don't bring the crowds to us. Preserve the raw beauty of our mountains. Don't degrade it by typing it apart for some fancy train and tunnel. Think of the impact that amount of construction equipment would have on the environment, let alone a full blown train. Also, there is an incredible amount of avalanche danger in littler cottonwood canyon. Putting up more condo units only increases the risk. Talk to the town of Alta. There are good reasons why they haven't expanded. areas are not safe or stable. The risk is too great. These mountains provide a lot of the salt lake valley's water. We need to keep it clean. Construction does not equal clean. If my dog can't go up these canyons neither should bulldozers and blasting equipment. I personally think that one Wasatch is not offering anything that will improve the quality of the lives of the people who live here. Site rising a train from sandy thru Alta to park City is novel. Fun for a touristy who will do it once. But for the people who live here? No way. It would be a hassle. I want to go where I want to go when I want to go there and not be tied to someone else's time schedule. Please leave our mountains alone. ☹</p>		3/25/2015
<p>I think one of the main stays to the plan is to have disincentives in place to discourage cars from driving up the canyons. The small fee for Millcreek Canyon use has greatly improved that canyon both in environment and in experience when hiking there. Thanks for all the efforts.</p>		3/25/2015
<p>No more canyons changes leave them the way they are !!!!! If I had my way there would be no development in our canyons. The ski resorts are wasting there money and messing up the canyons, enough is enough. I am against the Mountain Accord plan and this...</p>		3/25/2015
<p>The current proposed Blueprint for the Central Wasatch Mountains does not consider equestrian users. As the blueprint process continues, I request that current equestrian access and use be explicitly preserved and increased where possible when trail system is enhanced. This would also include ensuring adequate parking at trailheads. <del>Thank you for the opportunity to comment</del> ☹</p>		3/26/2015
<p>I love all the ideas that are being suggested. Increased mountain connectivity sounds fantastic. It would be awesome to be staying in Park City, Big Cottonwood Canyon, or Little Cottonwood Canyon and be able to access any of the 7 ski resorts from any of the ski resort you are happen to be without getting in a car and driving there. Improved year round transportation makes sense too. Also, improved bus and / or rail transportation from the airport and Salt Lake area. This all sounds truly amazing to me and I hope that it will happen!!!</p>		3/26/2015
<p>The current proposal concerning the development of the canyons covered by the Mountain Accord is a far reaching disaster. While I recognize the need to address the over 500,000 new potential visitors to Park City and Big and Little Cottonwood Canyons based on your population projections, I see absolutely no benefit in spending millions of tax payer dollars to link the canyons. This plan would only benefit the ski industry. A person hiking the trails, fishing, or many other forms of recreation, would have no interest in going up one canyon to access the other. In order to either tunnel through or go above ground to all three areas would be a terrible disruption of the watershed, let alone ruin the natural beauty of our canyons. Tunnels and ski lifts are not pretty. You point out that all these so called improvements will be paid by Utah taxpayers, or the Federal Government. The government whether on the Utah level or Federal level has no money. It is 100% taxpayer funded. The property taxes imposed on property owners in the canyons, are already disproportionate and it is unfair to increase the tax burden for those who either pay no fees to use these resources, or to benefit only one industry. There are many ways to increase revenues to help maintain the canyons. Those who desire to use the canyon should help pay for it. A fee per auto, such as Millcreek Canyon and American Fork Canyon, should be imposed upon users who make use of the canyons and it will raise much needed revenue. Those who already pay for their usage by their property taxes could use some help in the revenue raising area. Although the above suggestion may be thought of as only a first step, I don't believe we need to design an entire master plan, destroying the appearance of all three recreation areas, and disrupting the very fragile watershed, in a misguided attempt to kill a mosquito with a sledgehammer. Although some changes should be made, let's implement some that do little or no damage and that are reversible, such as digging tunnels or clearing land areas for trams would not be. Thank you.</p>		3/26/2015
<p>I was born and raised in the Wasatch. The access to the mountains and the solitude they provide is what has made them so popular and also is what provides us with a good quality of life. Reading the blueprint is VERY upsetting to say the least. I will just jump into the "what the backcountry users" get out of all of this. This is a sham and a crying shame. So we love the backcountry. We take all day or half a day using our own human powered will to achieve personal satisfaction and now we will be forced into gathering in a few places so we can feel "solitude". What a sad joke. A lift up to Tuscarora? Are you kidding???? I am not even aloud to spend my own personal income at Alta due to prejudices over which way I decide to move down a mountain on a piece of p-tex and wood. And now they want to take over an area that I hike regularly and feel blessed in its remoteness? When is enough enough. These businesses are making money. Are we making money traveling the backcountry or buying a season pass? No. And now they want forest service public land to be bought out/"leased" out and to build more lifts to damage the pristine environment (or what's left). I can not believe this is the conversation. This whole plan is about tourism. What about the people who actually call this place home. A billion \$\$\$ tunnel through the mountains???? These people have completely lost their minds. How about a big fat NO. Simple. No No No. Let's see if any of these companies would actually pay for this stuff on their own. Tax payers money. What a joke. With climate change, shit air, and a major lack of open land and fresh water, Utah is on a path of total destruction and has a history of jumping into development because it can. This news and the ideas being put out to accommodate everyone are inconceivable and will not help the "projected" numbers of people using the canyons in the future. This will be put in place rather, to accommodate and deliver this "projected" number. Thumbs down 100%. No deal. Why are we trying to accommodate any of this.... Good chance there will be strides towards the blueprint because many that live here will not do or say anything. Advocacy is a rare thing here. Concerned Backcountry Native Utah Resident</p>		3/26/2015
<p>PLEASE DO NOT BUILD OR CONSTRUCT AT ALL UP THE CANYONS!!!!!! More parking available at bottoms of canyons and more regular transportation though out the day and Night. Carpooling incentives. PROTECT OUR WILDERNESS!!!! NO TRAIN!!!! NOT THE ANSWER!!!! <del>The voices of thousands and millions if they only knew What impact this will have for the future</del></p>		3/26/2015

<p>Slow down this process as much as you can and take everything into consideration. We've already chewed up and polluted the mountains and water shed too much. Profits need to be set aside, capitalize on what we already have as is, improve what we have as is. Even on busy holiday seasons at the Ski resorts there is plenty of time and terrain. Millions will be moving here in the future. I am for conservation. No ski area expansion. No tunnels no connecting gondolas. I think I could support the LCC train as long as it cut down on pollution and erosion and was running very very early in the morning..</p>		3/26/2015
<p>It would be my wife and my desire to end any and all proposals for any more development within our canyon paradise. My wife and I totally disagree with any proposals for development. We have lived in the Salt Lake Valley all of our lives. We immensely enjoy hiking and snowshoeing in our canyon wilderness areas. My wife has often stated it rejuvenates her soul. I might add the same result for myself. In our opinion all of the canyons or at least a good portion of them within view of the Salt Lake Valley should be made wilderness areas in order to keep these greedy developers from destroying what is pristine and beautiful. If they succeed in their development plans a portion of this pristine area is lost forever.</p> <p>We support most of the Mountain Accord's goals and vision. If there are any town hall meetings or protests that will be taking place please inform us.</p>		3/27/2015
<p>To whom it may concern,</p> <p>I own a cabin on Church Road at Solitude ski resort. Currently, the skiers who ski up Summit lift and ski the back country end up skiing down Church road and back to the base at Solitude. Church road is a one lane road and the owners pay to have it plowed for access to the cabins. The one lane road is very dangerous for both skiers and vehicles to travel the same road. A previous contractor who was plowing the road quite because he was very concerned about liability with skiers. On several occasions, there were close calls with skiers, at a high rate of speed coming at him. On heavy winter snow falls, this one lane road is ~ 8 feet wide and 6-8 feet side walls, nowhere to go. This is a serious situation.</p> <p>With the proposed realignment of the ski lift and the increase in ski area, this will only increase the traffic on Church road. With that,</p> <ol style="list-style-type: none"> <li>1. There needs to be another route made to the base from Silver Fork, besides the road, or</li> <li>2. The road needs to be modified/expanded to accept both skiers and vehicles.</li> </ol> <p>This is a safety issue for the snow skiers! Below is a picture recently taken, and the snow fall was low this year.</p>		3/27/2015
<p><b>It is not a good idea to build a train up the canyon. It will destroy the environment, and increase accidents with more careless people.</b></p> <p>I hope my comments below have been reviewed, and I would like to offer more, specific thoughts and ideas: (forgive the disorganized bullets, the point is to get you to read it all!) • "Improvements"</p> <ul style="list-style-type: none"> <li>o I would like to cite an example of the Bell's canyon trail-head. As recent as 7-8 years ago, this trail was the best kept secret in the Wasatch Front. You'd pull into a rocky, dirt parking lot, right next to the city, hike to a gorgeous reservoir, and if ambitions, to a majestic waterfall. Traffic was minimal and the experience, remote. Once Sandy City improved the parking area with pavement, curb and gutter, and a big, fancy sign, the parking lot has been full every sunny day since.</li> <li>o My point is not to exclude people. Those who love and want to be in the mountains will find it, however, when we project population growth and consequently "improve" and "market" our beautiful, rugged, landscape, we actually draw more traffic, counter to the intended result. I am convinced that the traffic at Bell's canyon is actually a result of the improvements designed to accommodate it.</li> <li>o The majority of proposed improvements, marketing campaigns, and agreements associated with Mountain Accord help our image nationally and locally because we look cool, but is it validation that the people of Salt Lake County really want? We may convince the public Mountain Accord is a good idea with flashy names, and positive messaging, but is it really improving our environmental experience? These questions are addressed below: <ul style="list-style-type: none"> <li>• Defining True Gains</li> </ul> </li> <li>o Interconnect. I believe we should quietly maintain and grow our trail system as we always have, and if we are allow large business endeavors to develop key stretches of back-country that is owned by the public, we need to see very measurable, positive, gains for the SLCC public. Any business negotiation requires a fair trade. We have a lot of stake in this conversation. We should negotiate aggressively or walk. What could that mean? I don't know. But if they want an interconnected resort that develops our back-country and increases crowding at our Wasatch resorts, I would like to see locals get 35% discounts on key services. I want the resorts to sponsor free shuttles up and down the canyons to cut traffic and pollution. We should negotiate concrete benefits for locals in exchange for the enormous monetary gains they will have.</li> <li>o Economy. The excitement around tourist money coincides with the economic benefits of interconnect, and trains, etc. However, the hotel and restaurant jobs resulting therein are not high-income jobs that truly benefit the locals. The majority of the money goes to the corporate chains, and no tax revenue can compensate for the usurping of our natural resource. With a strong economy and strong tourism, no one is claiming that the Utah economy needs boosting by revamping it's canyons to appeal to more traffic. Trying to draw more economic growth here is folly to the locals who love the canyons.</li> <li>o Trains. Trains are a good idea for less pollution, but a bad idea for canyon maintenance and the natural feel of the environment. A city being close to the mountains means you protect the mountains, not bring the city in to the mountains. As a commuter of Trax, Fronrunner, and Car in the last 10 years, it is no secret that trains draw traffic, crime, and trash. Even more importantly, the feel of the environment is changed with noise and a rail power lines in the views. While it would look great on paper to say you can take the train from the Airport to Snowbird, the negatives outweigh the positives. Snowbird is already crowded on a powder-day as people who want to get there, will, and can afford to. Unavoidably, increased prices will keep many locals away from skiing anyway. A train may be convenient for a wealthy fly-in-fly-out skier, but allows anyone and both their dogs a direct ride to add congestion on our trails. Shuttles are a better idea because people still make the intentional choice to go to the canyon and ride the shuttle. You don't have vagrant traffic taking extra rides from downtown looking for unusual opportunities.</li> <li>o Land. The proposal's land trade-offs are unfair to the public. Snowbird is another great example. When it snows, the crowds and lines are extremely long, but people all over the world tell us on the lifts that we have "an amazing mountain here". It's true, we do have an amazing mountain, and the resorts need to expand so we can enjoy it more as the crowds and popularity grow. It is not necessarily in the interest of locals to limit expansion of individual resorts. The most valuable land to SLCC residents is Big and Little Cottonwood canyons. However, the promised land grab out of the interconnect deals is land further away that is not as valuable and does so on the foundation that we prevent the resorts from expanding. This not actually what we want for skiing: limiting supply and driving up costs in exchange for land that is not as scenic or dramatic. We should leverage this as a win-win where resorts can expand while they offer perks for locals.</li> </ul> <p>That is probably enough for now, but I'll chime in more later! The point is, we need to think about what we really want, before we invite and advertise to the world to come and use our resource at our expense and drive up our costs. Having separate, non-connected resorts increases local competition, preserves back-country, and maintains the feeling of isolation that we seek. We do not need to pave parking lots, put up signs, and build trains. Instead, we should have parking lots in the city where shuttles can take you and your bikes up the canyon without traffic, we should have a jogging/bike path up the canyons, and we should negotiate our valuable land with the resorts that will offer concrete benefits to locals.</p>		3/30/2015 3/30/2015
<p>Good morning,</p> <p>I have lived and/or worked in the following Corridors - Virginia - Rt. I-66 Technology Corridor (cramped with buildings and cars morning and evening), Massachusetts - Rt. 128 Corridor (cramped with buildings and cars morning and evening), California - Silicon Valley (cramped with buildings and cars morning and evening) - and the not named Corridor, State Street from Salt Lake City to Provo. The word "Corridor" is a big sign to developers that they may build it out. And they will sue to do so.</p> <p>May I suggest that the Subtitle for the Transportation Blueprint be changed to "Little Cottonwood Canyon/Park City Destinations". According to Webster's Dictionary (I was an English Major and am a published author) the appropriate meaning for Corridor here is a "strip of land forming a passageway through foreign held land" (could be privately held land). It is important that Park City Municipal be allowed to continue to acquire data through the verbiage change.</p> <p>May I humbly suggest that both Little Cottonwood Canyon and Park City derive their value as destinations, not as a passageway. Once they become a "corridor", commercial development begins and the Salt Lake City/Sandy Beltway through Park City becomes a reality.</p> <p>By the way, a tastefully done gondola between the destinations would be fine if the path is acceptable and minimized negative visual impacts.</p> <p>Thank you for all of the work that you are putting into this effort. I do believe that it is important to conduct these planning exercises because without goals that protect our values, it is human nature to spoil the very reason why people want to visit a destination.</p>		3/31/2015
<p><b>Do not destroy any natural resources or wild life Improve air quality And clean up slc</b></p> <p>I am very concerned that the equestrian voice has not been heard up to this point. We have so few places to enjoy our form of recreation along the Wasatch Front. We must protect the privileges we have and enhance them where we can. Please do not exclude us from your proposals.</p> <p>We have not seen much about phase 2, but we have concerns about impacts in American Fork canyon, especially around Tibble Fork. Expansion of the horse transfer station parking area has become necessary due to the high volume of horse trailers on any nice day. We also sorely need an equestrian parking area at the end of Milcreek Canyon Road. Please help us with improvements not eliminations. More trail access and more parking possibilities is what we implore you to consider.</p> <p>Thank you for you time and consideration.</p> <p>Utah Secretary, National Pony Express Association Member of Mountain Ridge Back Country Horseman, American Saddlehorse Association, Sandy City Recreational Trails Committee, and the Dimple Dell Advisory Board</p>		3/31/2015 3/31/2015

<p>I am a property owner in Little Cottonwood Canyon and have been an active user of the Wasatch ski areas for approximately 20 years. Having read the material available on line, the impact of the proposed tunnels between Little Cottonwood Canyon (LCC), Big Cottonwood Canyon (BCC), and Park City, is of high concern to me. I purchased the property I did due to the unique nature of the Little Cottonwood area. It was a destination with extremely limited development, it was quiet, and it was the home of the best ski area I could find. It was also only 8 miles from the Salt Lake City area and 31 miles from a major airport. I applaud the apparent goals to improve mass transit alternatives to LCC, BCC, and Park City. However, to route a mass transit "superhighway" through LCC, the end of BCC, to Park City would have significant negative impact on LCC and BCC. The proposal, if I read it correctly, also calls for improved express bus service to Park City through the I-80 corridor. I am wondering why the rail based system would not be placed there, where there is existing transportation infrastructure and would and have much less impact on the environment and negating the need for the tunnels. Did I miss it or is there an analysis of the financial costs of these proposals? I cannot even imagine what the cost of the tunnels would be and how that it could be financially feasible given the small amount of visitors to Snowbird/Alta in LCC and Solitude/Brighton in BCC. I saw the reported auto traffic up LCC and BCC but would have to reconcile that data to the actual attendance at the ski areas to be satisfied with the accuracy (for example, the data appears to be double-counted in that one auto going up the canyon also comes down, so that is in the data as two vehicles. When I count the parking spaces available at the LCC ski areas, the data doesn't seem to reconcile as the cars have to go somewhere and I don't think there is enough parking to accommodate the reported traffic. The nature of the traffic along I-80 is much different and the nature of the resorts on that side of the mountain is totally different than that in LCC and BCC. This is a picture from my deck. You are asking to run a rail line in the couple of hundred yards between my house and the Hellgate Cliff leading to a tunnel a half mile or so to the east. Unconscionable.</p>		4/3/2015
<p>Hello Mountain Accord Committee: Three quick points: 1) It is my hope Cottonwood and Millcreek canyons will be served by bus modes and not by light rail or suspended gondola. I am OK with rail going up Parleys and into Park City, but otherwise please keep trains and enclosed cable cars out of the canyons on the western slope. 2) Outdoor enthusiasts (hikers, skiers, bicyclists, etc.) need buses dedicated to traveling up and down Cottonwood and Millcreek canyons (and possibly to the entry gate to City Creek too) dropping-off and picking-up individuals on a regular schedule 7 days a week to minimize growing vehicular traffic/trailhead parking demands in the canyons. Bus funding might in part come from SL County's Zoo and Parks tax. Dedicated valley parking lots are needed and existing UTA lots might serve this purpose with no additional infrastructure expenditure other than signage and printing of information pamphlets needed. 3) Dog use in canyons is skyrocketing so please address this need as part of the MA process, as big-picture long-term, water quality degradation of our water shed will only accelerate as the result of increased human and domestic animal pressures; ergo, please consider setting aside space within valley utility corridors within Salt Lake Valley for off-leash dog parks as a possible solution. The same utility corridors criss-crossing Salt Lake Valley could also serve as solar farms and for community garden space.</p>		4/3/2015
<p>Would you please record and post all the public meetings? Increased development of the Central Wasatch to preserve the Central Wasatch. That seems to be the message Mountain Accord members want the public to hear. Underlying this message is the undeniable truth that the ski industry, including real estate and hotel interests, has persuaded local government that the tax payers should foot the bill for an elaborate rail system that will shuttle relatively wealthy ski tourists from Park City to the Cottonwood Canyons. The ski industry wants the proposed rail system to be a "wow factor" in its advertising to lure skiers here from around the country. I say again, the ski industry of the Central Wasatch wants hard working tax payers to pay for and maintain in perpetuity a ski train to shuttle wealthy skiers from one resort to another. This is an outrageous proposition, but as any good consultant that is expert at transferring money from the tax payers to private profits knows, you must think big and propose big, because you just might pull it off. No trains in the Cottonwood Canyons. Increased bus service, which can easily scale up in the winter and scale down in the off season makes sense. If you have to have a train, build it from Salt Lake City to Park City as this would actually help the Park City ski industry service sector employees that can't afford to live in Park City make the daily commute. Start charging for parking up the Cottonwood Canyons to encourage bus use. Take the hundreds of millions saved from not building and maintaining a ski train in the canyons and invest it in our schools, or our aging water system, or healthcare, or any number of worthy public investments that benefit all, not just the wealthy.</p>		4/3/2015 4/4/2015
<p>I am a very concerned and alarmed citizen of Utah about the changes to our beautiful Mountain range being proposed. I urge the planners to consider: Preserving land....which we can't make more of Protect watersheds and water resources Analyze and integrate environmental impacts PRIOR to implementing proposed actions Provide transportation alternatives that Result in environmental benefits to the mnts. Please protect our vital national Resources. Please don't destroy the Wasatch Mountain Range. It cannot be duplicated. ☹</p>		4/5/2015
<p>I appreciate all of the thought and effort that has gone into the Mountain Accord planning process. As a planner and landscape architect, I know how much work it can be to try to reach some sort of agreement when you have contentious issues at hand. I know that a lot of groups have come together to try to work out the best solution. I am a resident in Big Cottonwood Canyon, and also spend about 90% of my recreation time in the study area (hiking, skiing, trail running, and mountain biking).  I am in absolute agreement that something does need to change to help manage the impacts we are having on the canyons themselves, to manage traffic issues year round, and to help our local businesses and industries thrive. The canyons can be such a cluster on powder days, or when the climbers, bikers, and hikers are out to enjoy a beautiful weekend or holiday.  It seems to me like the traffic solution with the lowest impact would be a shuttle system that would utilize the existing roads in the canyons. The corridors in our canyons have already had a significant impact on the natural surroundings, and I don't feel that blasting new corridors to accommodate a train (or a separated trail all the way up the canyon) respects the terrain that we have already impacted so heavily, not to mention the visual impact. If it can work in Zion National Park, why can't it work in our canyons? I think shuttles that run frequently, and that stop at major recreation, residential, and business destinations throughout the canyon would serve all of us better. Key factors are the frequency, connections to rapid transit in the valley, and servicing a broad variety of destinations. Maybe some shuttle could serve the ski resorts only during ski season so they remain timely, while others could serve recreation access points, residential areas, and businesses. As a resident, I would love to have access to transit year round, with connections that take us downtown in a reasonable time frame. It would be great if traffic in the canyon was reduced to shuttles, residents, and businesses (employees/service) in the canyons year round.  If a connection absolutely must be made, I would rather see a gondola system like they have in Telluride, that serves as free public transit, without a station at the top -- just connect the bases of the resorts. It shouldn't be about getting people into the backcountry, or creating new lifts in already heavily traveled backcountry. If it's honestly about connecting resorts, then connect the bases. And pair that with a shuttle system to manage the traffic in and out of the canyons. I think shuttles in Millcreek would be great too -- maybe special ones for dogs, others for bikes. Telluride's gondola has animal specific gondolas.  I don't agree with the concept of connecting the canyons and resorts. I think that is simply replicating the sprawl in the valley, where all of the cities have grown together and you can't tell one city from another anymore. I think it's a better idea to enhance the unique experience to be had in each of the canyons. My husband sometimes works in Park City during the winters, and yes, it would be nice if he could have a more direct route, but I don't think that occasional convenience (for just a few people) is worth the impact of a tunnel system or a large train network in the canyons. And I don't honestly think that many people are going to ski two resorts in one day? It seems like it's a gimmicky attempt to lure more tourists up -- I would rather see quality development focused in each area instead. For example, Brighton doesn't have any quality eating establishments, either in the resort area or in the circle. It's okay if you want junk food, but if you want something healthier, or just a little nicer dining experience, you have to go down to the Silver Fork Lodge, or go to Solitude. And Brighton has nothing at all to offer summer canyon users. The Silver Lake Nature Center gets TONS of visitors every day in the summer, and there is nowhere for them to dine in the Brighton circle. In the summer, the guard road is a great way to make the drive between the Wasatch front and back. It keeps it a seasonal and unique experience. Why do we always think we have to have what we want exactly when we want it? And if we want to go to Park City for dinner after skiing, maybe we should work for it a bit with some skins on the bottom of our skis, taking us to some great shuttle systems at the resorts that can take us into town.  I don't mind the idea of swapping resort owned lands in high demand recreation areas or sensitive lands that should be protected for public lands at the base of the ski areas. I think it's great to cluster development to minimize impacts, and to keep development where it's logical, as long as sensitive and valuable lands are protected in return. I am a little concerned about the idea of turning over all of the developable land at the base of Alta to the resort though.  Thanks again for all of the work and efforts. Please just keep it sensible, simple, and low impact, and keep our canyons and ski areas unique.</p>		4/5/2015

<p>I am a life long skier who moved to Utah in 1972 for the incredible access to world class skiing from a urban environment. Like so many others I know, resort skiing has lost much of it's allure. MY anecdotal evidence is supported by the flat numbers reported by the ski industry it's self. Crowds, commercialization, ticket prices, all contribute to making skiing in the resorts less attractive and Nordic and backcountry skiing a more satisfying option.</p> <p>I appreciate and support the goals of Mountain Accord and want to make sure that dispersed recreational use gets the attention that the ski resorts and ski Utah seem to be demanding. Transportation alternatives are a great key to mitigating the effect population growth will have on the central Wasatch. I am in favor of both incentivizing public transportation as well as establishing fees for private transportation. Parking in Big and Little Cottonwood canyons should not be free, The connections to the ski area buses need to improve, and a plan to expand park and ride parking is long overdue. Buses in Big Cottonwood canyon should have more pull-outs to accommodate year round trail heads.</p> <p>The idea of trains and a tunnel do not strike me as prudent. With the revolution underway in using mobile apps to coordinate transportation, the astronomical expense of investing in the old train technology, no matter how sexy for marketing ski resorts, seems foolish.</p> <p>Subsidizing bus fares and making the connections seamless, would be much more economical way to increase the use of mass transit. Building snow sheds and adopting paid parking in the canyons would reduce the dangers of accidents on the roads. Ski resorts should use the transportation alternatives to decrease parking lots and expand lodging and other base commercial.</p> <p>I do want to see more permanent protection for much of the central Wasatch, weather it be as National Monument, Wilderness, or other designation that can offer permanent protection. Snowbird, Alta, Brighton, and Solitude should be allowed to expand the commercial properties at their base in trade for turning over private holdings in Grizzly Gulch, Flagstaff, Superior, and Silver Fork. Further expansion of ski area boundaries, beyond the base area proposals, should not continue. This resource is in danger of losing much of it's attraction to resort skiers and backcountry skiers alike from the further proliferation of ski lifts. The Wasatch is at a tipping point, it's a small area, and more ski lifts will detract from the mountain experience for all users and future generations.</p> <p>thank you for including my comments in future plans for the central Wasatch.</p>		4/6/2015
<p>Economic stimulation and increased revenue for the ski and tourism industries in Utah are parts of the expected outcomes of combining the seven ski resorts in the central Wasatch. Mountain Accord claims that their goals include "responsible stewardship of natural resources, quality recreation experiences, an environmentally sustainable transportation system, and a vibrant economy." Some of the ideas proposed in the blueprint could easily be considered environmentally friendly such as public transportation from Park City to the Salt Lake Airport and increased development of mass transit on east valley roads (Foothill Drive, Wasatch Boulevard, and Highland Drive). These improvements would likely decrease traffic congestion and emissions from personal automobiles, subsequently increasing air quality in our often times smoggy valley. However, some other aspects of the vision Mountain Accord has for the future of our backyard paradise do not sit so well from an environmental perspective.</p> <p>As we know, seven ski resorts already exist in the central Wasatch but the proposed plan of interconnect would drastically increase the area that is used by skiers as well as increase the area managed by ski resorts. Other than compromising wildlife areas by installing a light rail up Little Cottonwood Canyon and boring tunnels from Little Cottonwood Canyon to Park City, perforating each canyon in-between, if the projected blueprint is to be fulfilled, what other consequences would follow? Has Mountain Accord conducted any research or case study(ies) in order to envisage potential effects this project will have on flora and fauna or water and soil quality? Personally, I did a bit of research on effects that skiing and ski resort management have on wilderness areas. I would be grateful to share my findings, some of which are based on case studies that were conducted near ski resorts in the European Alps.</p> <p>Effects that skiing and ski resort management have on wildlife and wildlife areas:</p> <ul style="list-style-type: none"> <li>· The management of wildlife areas by ski resorts involves salting, snow-grooming, and fertilization, all of which are practices that can potentially alter ph levels and nutrient levels of soil.</li> <li>· Snow-grooming machines as well as snow-making machines both cause "irreparable damage to soil and vegetation."</li> <li>· Increased management of wildlife areas resulted in increased nutrient concentrations, namely nitrogen and phosphorus, which can lead to eutrophication.</li> <li>· Black grouse, a species that exists in the Swiss Alps, is found at half its normal population density at areas near ski resorts.</li> <li>· Levels of stress hormones in birds are higher near ski areas.</li> </ul> <p>Proposed Solution</p> <p>Mountain Accord should pursue their goal of increasing mass public transportation in the valley and from the valley to Park City without causing damage to wildlife and wildlife habitats. A bus system from Park City to the Salt Lake Airport is a perfect idea to cut down on traffic congestion and automobile emissions. Mountain Accord should also look into increasing mass transit infrastructure on the East side of the valley, which would also help with the same issues. However, blasting through the mountains to make way for a train tunnel does not seem like an environmentally-friendly transportation solution. Further development of the Wasatch should be discouraged; at least until extensive research has been done to indicate the potential hazards it would place on our beautiful backyard that is the Wasatch.</p> <p>References</p> <p>Jones, Laney. "Briefing Paper: ONE Wasatch Ski Interconnect Concept." Mountainaccord.com. October 27th, 2014. Web. March 9th 2015</p> <p>Kangas, Katja. "Impacts of Ski Resorts on Water Quality of Boreal Lakes: A Case Study in Northern Finland." Researchgate.net. June 2012. Web. March 9, 2015</p> <p>Mercer, Lisa. "How Do Ski Resorts Affect the Environment?" Traveltips.Usatoday.com. Web. March 9th 2015</p> <p>Ukkola, Maarid. Helle, Pekka. Huhta, Esa. Jokimaki, Jukka. Kaisanlahti-Jokimaki, Marja-Liisa. "The Impacts of Ski Resorts on Wildlife in Northern Finland." .arcticcentre.org. 2007 Web. March 31, 2015</p>		4/6/2015
<p>Things change: seasons, climate, populations, technology, styles, sports, etc. . . . Putting a massive amount of money into canyon trains and tunnels creates a sunk cost that cannot be supported by the existing economic structure in that area. Does that mean extensive economic growth in the canyons: hotels, restaurants, retail outlets . . . ? The land swap suggests the possibility of such future enterprises, but does nothing to address the increased impact that might have on watershed management (for the valley) and sewer capacity (from the mountains.)</p> <p>The economic boost to the cities and counties involved, and the state, should these entities be asked to "contribute", would not pay for their share of funding in a fiscally responsible time frame.</p> <p>Those fixed asset would not be flexible assets. 95% (my guess) of enough trains to get thousands of people happily up canyon for winter sports would sit idle 6 or 7 months of the year. A few might be able to be used for summer visitors though UTA has not found economic impact sufficient to run more than an employee bus or two.</p> <p>Fuel efficient busses, hundreds of them (?) on a restricted highway (limited permits for commercial vehicles and residents (Think Zion National Park)), would allow canyon mass transit year round and the 95% to be utilized for expanded valley service or rented to other entities (Think Zion National Park and beyond) during the summer. As technology advances, upgrading busses would be more feasible than upgrading trains.</p> <p>And what is the carrying capacity of the canyons anyway? If the canyons had food, beds, water and sewer for a million people, would we want them at full capacity? Would they continue to be what we define as our Wasatch canyons or would they turn into an urban setting with "grand opening" museum lines on every trail, meadow and mountain? Sometimes bigger is better. Sometimes it is not.</p> <p>No matter your stand on global warming, it is interesting to note that, while the average snowfall over the last 100 years is over 500", each of the last three has been less than 400 and we' probably won't make that this year. The up side is less snow would allow more</p>		4/7/2015
<p>I appreciate all the hard work that has gone into this blueprint. However, I do not agree that connecting the canyons with each other or with Park City area is a good idea. I don't believe it is necessary to the ski industry or the public.</p> <p>The near future (10-50 years) of precipitation in the Wasatch is dubious. Without snow we have no water so making snow is a non-starter. How many days in the last year was it cold enough to make snow?</p> <p>For those who want to experience all the resorts in a short amount of time, use bus service. The canyons should be using bus service more and limit vehicle access with a toll at the base of the canyons.</p> <p>The beauty and serenity of the Wasatch should be protected at all costs from growth.</p>		4/7/2015
<p>I'm not finding anything related to how this would specifically affect home owners in these areas.</p> <p>Is there anything specifically? Where do I look? Thank you.</p>		4/7/2015
<p>Of course Corporate America is always out there trying to make another buck at anyone's expense. It is about the bottom line and they could care less what they means to life changing erasing the places the rest of us love. Do we need to let the politicians come out in support of selling off our heritage and the pristine irreplaceable places that will never come again. Not at all it is time to let the corporate wheel bumpers go find another choice not Utah not our canyons. These should be locked up into a permanent preservation of such places.</p>		4/7/2015
<p>Very interesting article regarding the rerouting of the elevated state route 99 Alaska Way Viaduct through a giant underground tunnel that runs underneath Seattle's downtown to the north side of the city. A mega 1.5 Billion dollar project that has had some issues with the boring machine breaking down, uneven ground structure, and major cost overruns, and who would be responsible for the costs. I can clearly see how the tunnel project that the ski resort owners have suggested could run into similar circumstances as those in Seattle. My concern has always been who would be responsible, and bear the burden of the cost overruns, (which in this article, suggest can run over 30% in many tunneling projects) and major burden of expenses. I believe that the state is very interested in pursuing tourism as the prime avenue for growth and revenue for the state. I would like to propose that none of the burden be put on property tax payers, but the expense should be born through bonding, perhaps further restaurant and hotel tax, and some on the ski resorts themselves. And any cost overruns be the responsibility of the Ski resorts and further bonding. As these projects help reduce our governmental costs, I believe that is why we elected these officials, to protect and maintain the integrity of the state and keep the burden of costs to a reasonable minimum for existing tax payers. I hope you will consider these thoughts.</p>		4/8/2015

<p>Greeting: Well it's been a long time coming. Hopefully this will be worth the wait. I'm glad to see that all sides, at least in the document have been willing to give up some of their long standing wants. In general the BluePrint looks like a well balanced compromise. I don't see any contingency plan for funding issues when they arise. Much of this is based on obtaining funding for various projects, primarily transportation. While I can readily see that the feds would give up money for busses/infrastructure in the valleys and through Parley's, I'd be surprised if you'd see a dime for Cottonwood transportation, especially a tunnel. I think they are wise enough to see that the resorts might want an interconnect, but could continue without, whereas the other projects effect the whole of the area and are needed for everyone that pays taxes. Personally I think a tunnel is a good solution to the many problems you were faced with, but when it comes to implementing it, are the parties, namely the seven resorts really willing to put their money on the tables? They are the prime benefactors of expansion/connection. Another way to look at this is...without the interconnect what is the liability to the taxpayers of Utah or The United States? I say not much. Otherwise, realignment of ski area boundaries, modest base area expansion, purchase of small inholdings, guaranteed land protection. All great.</p>		4/9/2015
<p>It seems like the equestrian use of American Fork canyon has not been considered yet. There are many equestrians that use the canyon everyday it is open. How will this transaction effect our use of the canyon? We really appreciate what Mountain Accord is doing for the future of our Wasatch Mountains. After many years of hiking, and skiing in the Wasatch, we have come to really appreciate the beauty and solitude the Wasatch mountains offer. Re the train up Little Cottonwood Canyon I offer the following: Winter Season What is the purpose of the train other than bringing more people to the ski resorts. Why ruin the scenic beauty of the canyon when an efficient shuttle or bus service could accommodate people on a more timely basis. I believe a user fee should be in effect and think an annual or seasonal pass could be initiated which would help to pay for the bus/shuttle service on a regular basis. The ski areas seem to be most crowded during "powder days". Why don't the ski resorts build 3-4 story parking, as they are the ones who benefit with large crowds. Why should taxpayers subsidize the ski areas with a train? I hear there would be federal funding, but that is still tax-payers money. We usually ski on the weekdays, and there never is a problem with parking unless it is a "powder day". Thus a shuttle service would be more economical and efficient than a train. There is always the parking problem to board the train, just doesn't seem practical, realistic or economical and a real threat to the environment. If we have more snow years like this one, we may not have any skiers! Summer Season A shuttle would be ideal for visitors in the summer, with stops for trailheads. Most don't like driving the canyon, parking is always a problem, and like at Zion or Yosemite, a shuttle driver offers interesting information that is always appreciated. The weekends are always the busiest and weather is a factor as well. An adjustable service could be negotiated for weekends and holidays. People enjoy the beauty and solitude of hiking in the Wasatch, not big buildings and commercial enterprises. Again if resorts want people let them build their own parking facilities. An annual pass could be issued that would attach to their window, that could cover year round accessibility and help to pay for the shuttle. I just can't envision people parking, getting on a bus, then off the bus, onto the train, and then off the train. Widening the canyon to 3 lanes would be much more efficient and do far less damage to the environment.</p>		4/9/2015 4/9/2015
<p>I'd like to recognize the breadth of the equestrian for the horse and rider in any future planning. The equestrian groups represent a surging population, and unlike cyclists or other potential off-road users that have multi-use access to roads, horsemen are restricted to very limited areas. That makes it paramount that the equestrian be considered prominently in the development of the Mountain Accord.</p>		4/10/2015
<p>Thank you</p>		4/11/2015
<p>I totally support a train up Parley's Canyon and completely oppose a train up cottonwood to park city.</p>		4/11/2015
<p>Thanks for all the hard work. The plan is great and meets its goals. Would rather not see canyons interconnected and a light rail up little cottonwood would be too expensive. More busses a must.</p>		4/12/2015
<p>The whole idea stinks. Just leave things alone. Greedy corporations get out. Go ruin someplace else you haven't already ruined.</p>		4/13/2015
<p>Hey Mountain Accord, According to the Zion National Park website: "In 1997, visitation was 2.4 million and increasing. The shuttle system was established to eliminate traffic and parking problems, protect vegetation, and restore tranquility to Zion Canyon." "Visitation more than doubled between 1982 and 2002, from 1.25 million to 2.59 million. Backcountry use has risen even more quickly: from 7,807 people camping in the backcountry in 1986 to 21,002 in 1999." "In 2004, nearly 2.7 million people visited Zion." "In 2014 approximately 3,211,596 people visited Zion NP." <del>Thanks with shuttle system.</del></p>		4/13/2015
<p>Thank you for the opportunity to comment on the proposed blueprint for the Mountain Accord. I truly appreciate the obvious hard work and thoughtfulness that has gone into the creation of this document, and I am grateful to have an opportunity to comment. I hope the suggestions below are helpful. &gt; We should, first and foremost, keep in mind that no one goes into the Wasatch Mountains seeking crowds, air and water pollution, noise, and an urban atmosphere; they can get plenty of that in Salt Lake City. Therefore, the final blueprint should give top priority to options that decrease all of those negative conditions. Indeed, they should become a litmus test for each option. &gt; One of the reasons why the Wasatch Range is so appealing to a broad range of people—tourists, dispersed recreationists, skiers, etc.—is precisely because the development in the mountains is limited. If Europeans want to experience an urban mountain experience, there is no reason to travel all the way to Utah; they can get that in Switzerland. If someone wants to hike on paved trails close to convenience stores and parking lots, they can access the Appalachian Mountains and the trails around crowded, over-developed resorts in California. The unique appeal of the Wasatch, as a "product," as a refuge, and as a place of enjoyment, is its relatively uncluttered, untamed nature. Any option that results in more development, without a corresponding reduction in other intrusive features and inappropriate structures, simply makes the Wasatch less meaningful, less attractive economically, and less valuable to local people. &gt; One of the guiding principles of this process should be the idea of "no net loss," i.e. for every additional acre developed, a corresponding acre should be restored. For every tree cut down, an equal amount of bio-mass should be added. Every increase in pollution (noise, air, water) should be matched by a commensurate decrease in pollution. No net loss should not be a far-off goal, but an absolute minimum—the least that we can do. Ideally, we should reclaim prized viewsheds, watersheds, and pristine conditions. But under no circumstances should we retro-grade. &gt; If each transportation option is evaluated according to the criteria outlined above, I think the resulting plan would optimize long-term, sustainable use by focusing on minimal impact, rather than maximizing load carrying capacity. The transportation option that has the smallest carbon footprint, creates least amount of air pollution, and impacts the land the least should be the preferred option. That means using existing developed corridors, limiting the width of transportation venues, minimizing automobile access, and maximizing opportunities for human-powered and clean energy-powered transportation. &gt; In my opinion, there is too much emphasis in the proposed blueprint on direct, short-term economic benefits, and an insufficient appreciation of long-term, sustainable economic benefits. Many people want to move to the Wasatch Front (with their businesses, their money, their innovative ideas) because of its proximity to untrammelled wilderness, clean watercourses, healthy forests, stunning vistas, and wildlife. This economic benefit is more difficult to quantify but in the long run much more important to the well-being of our community. In the 30 years I've lived here, I have never met anyone who said they moved here because they wanted to experience more traffic, condos, crowding, and pavement in the mountains. The great irony of loved places is that if too many people love them, they destroy them. Please don't let that happen to the Wasatch. Thank you again for the opportunity to participate.</p>		4/14/2015

<p>14 April 15 Dear Mountain Accord and The US Forest Service, Although I sent in a letter already addressing some of the proposals in the Mountain Accord plan, I am learning more and becoming more concerned. In this letter I would like to address the Land Swap issue of MY Public Land being traded into Private ownership to the Alta Lift Company. The value of the land being swapped is not equal. I understand that there are made-up values being placed on backcountry skiing and water that claim to make this an even swap. The Alta valley that is in question of becoming privately owned (for profit) is worth a tremendous amount more than the land along the Grizzly Gulch ridge. As I understand it, the Town of Alta was told 5 years ago that this land swap would never go through so it was not necessary to have a Master Plan for the area. Just a month ago, the public was informed that the land swap will probably go through. It seems to me like Alta Ski Area and the Forest Service have been making some "back room" deals and shady arrangements and now the Alta Lift Company has plans in place for this new private land they may acquire. The Town and the Public are unprepared to list their Master Plan and their development opinions. Because these decisions are so incredibly critical, I am begging you to PLEASE give us more time. Please give us time to talk to people – owners, citizens and patrons of the area – to get opinions and options for what Alta should look like in 25-50 years. The Public is absolutely unaware of the impact these decisions will make and it takes time to get information out and gather information. Personally, I would like to see small changes in Alta. Nothing major. I do NOT want to see another large Hotel, I do not think Alta needs more winter-only employee housing, I do not think that Alta needs more privately owned million-dollar residences that sit empty the majority of the year. I do not think that additional buildings need to be developed until we evaluate summer demand by opening our current businesses. I do not want to see the area along the rope-tow change or have to worry about trespassing near residences to ski back at the end of the day – either in-resort or back-country. I think improvements to Alta might include some type of Day Lodge for mass transit, a community center, a small amount of affordable housing and a small summer concert amphitheater. If the goal of the Lift Company is to make money, then they should open their lifts &amp; restaurants for the summer. Since they are the main business in the area, they could increase summer activity and encourage other businesses to open. There is no "center" for Alta. Snowbird has the Tram Deck where people can hang out and be social after skiing. If Alta had a Day lodge with underground parking (so parking spaces would not decrease) in the Wildcat parking area, people would have somewhere to "be" and leave their belongings if they take the bus. If there were inexpensive lockers and a warm seating area and maybe a nice social deck where people could hang out and maybe buy a snack, this might decrease the number of cars all trying to leave Alta at the same time on busy days and alleviate the traffic a little. The traffic problem is not all day long on storm days, it's right after the road opens and from 3:30-5:30pm. I wouldn't even mind seeing some type of local Alta bar or pizza place. Something affordable for both day skiers and local employees. Currently there are only lodges and a very expensive restaurant. I do agree that some changes in Alta could be beneficial and improve the experience for everyone. I am extremely fearful that plans are being rushed through and the public is not fully aware of the land swaps and the impact that this Public Forest Service Land moving into the hand of Private ownership will have on the Alta area. Snowbird cannot develop fast enough and I disagree with policy makers and the Federal Government allowing this previously-regulated development to occur. The public also needs to know what Snowbird's long-term plans are and they should have an influence on development – even if it's Snowbird's private land. This land in question has been protected by the Forest Service for many decades. Why is the Forest Service allowing our public land to become UN-protected? As our population grows, the need to regulate and protect our natural areas should be even more important! Selling out for private short-term profit is WRONG. One of the arguments for development is that millions of people the Wasatch every year. If it is not protected, it will become ruined. Please – continue to do what the Forest Service has done for our whole lifetimes – PROTECT the popular places from private profit development! It only takes one term of politicians and policy makers to sell-out an area for permanent development and change. Without Federal regulations in place, greed or corruption of a few state or local individuals can destroy areas that belong to and are enjoyed by the public. Before any big decisions are made, more information and more ACCURATE and DETAILED information need to be circulated through the public. This is not just an issue for the citizens of Utah. People across the entire US come to, spend money in and enjoy Alta. Does anyone really know what the Alta Lift Companies plans are for 160 acres in the Alta Valley? Those need to be presented and commented on by the public before any land swaps are allowed. I appreciate the creation of the Mountain Accord. I appreciate the efforts being made to come up with the best long-term plan for our Wasatch and especially the fragile and precious Cottonwood Canyons. I know that it is human nature to wait until the last minute to do anything, but I don't think enough details have been provided and the information about the potential for development of Alta has been given enough time or attention. Thank you for your time,</p>		4/14/2015
<p>Dear MA, Prior to the 2002 Olympics, venue development was considered and then rejected, claiming such activity posed potential environmental damage to the Cottonwood Canyons. Without supporting data, the Accord's Plan contradicts those conclusions.</p>		4/15/2015
<p>Good day, I am coming up on my eight-year anniversary of living in Salt Lake City, and as a long-time user of the Wasatch mountains would like to comment on the proposed mountain accord blueprint. I heavily recreate in the Wasatch year-round, primarily in the Cottonwood Canyons -- from rock and ice climbing to backcountry skiing to mountain biking. I strongly oppose the idea of a train up LCC. It would be massively expensive and irresponsible when there is already an excellent road up the canyon. Widening the road would be a better option, if necessary. Any transportation alternatives should be PRIMARILY focused on serving LOCAL RESIDENTS rather than benefitting for-profit entities operating in OUR public lands. This involves dispersed users such as backcountry skiers, mountain bikers and climbers. The possibility of ceding Grizzly Gulch is unacceptable. Grizzly is the ONLY public access point to a huge amount of prime backcountry terrain and must stay undeveloped. Most importantly, with the probability of reduced snowfall due to climate change, protecting our watershed is of the utmost importance. Ceding more water to visitors in a soon-to-be-water-starved valley with two million residents would be irresponsible. Please keep this fundamental human need in mind, as there is no recreation without local water. Thank you,</p>		4/15/2015
<p>It's a pleasure, given the quality of the ongoing discussion, to submit these comments. My main concern is that we need to do two specific things extremely well. Both are urgent. 1. We need to limit vehicle traffic in the canyons to a workable minimum. In no way should our canyons serve as transportation corridors for light rail or commuter traffic between Salt Lake and Park City. In the same spirit, trailhead parking should be replaced by shuttle buses (as in Zion), with visitor parking outside the canyons proper. In this way vital ecosystems can recover from destructive overuse. 2. Four canyon streams (City, Parley's, Big Cottonwood, and Little Cottonwood creeks) normally deliver most of Salt Lake City's water. The condition of their watersheds is crucial for our future in the valley. Because we face a changing climate, with greater probability of long-term droughts, concurrent fire, and more destructive storms, it's vital that the complex plant and animal communities that make the canyons precious can rebound as well as possible from stress. Our way of life depends on alpine ecosystems to protect our water at its source. Future plans must maximize their health. In a nutshell: less traffic, better hiking access, and dedicated care for vital ecosystems. I support the efforts of Save Our Canyons and the Sierra Club to keep our canyons healthy for the good of everyone.</p>		4/15/2015
<p>Hello, I want to add some comments about management of the Wasatch range. After flying over the range last week it struck me how little vegetation covers the mountains. I feel strongly that we should focus on rebuilding the forests by planting trees, shrubs and ground covers so that we can maintain this important watershed. As climate change continues, more precipitation will fall as rain and not snow and vegetation is vital to holding moisture in the soil and releasing it slowly instead of water rushing off the hillsides which removes soil, creates landslides and floods. It is also shown scientifically that more trees will attract more rain, and that more vegetation will improve air quality which we all know is greatly needed in this area. More development is probably not the best way to go for this area, at least not at this time. Grazing should be halted or at least greatly reduced to help build back a forest.</p>		4/15/2015
<p>To me it seems like the main transportation issue is Little Cottonwood Canyon. I think a train up LCC, one that terminates in Alta, is by far the best idea. If a train were to be put through the mountains directly connecting park city, Brighton and Alta I think we will risk having the entire area park citified! I live in Brighton and think things are pretty nice up here with park city on the other side of the ridge. Transportation up Big Cottonwood canyon from the valley could easily be improved by expanded bus services in winter and summer and during more hours of the day. If park city feels they want more public transit linking them to Salt Lake then more buses or a train could be placed in parleys canyon. I don't think that the forest service should be swapping any lands to better facilitate resort development. American Fork canyon needs to be protected just as we attempt to protect the cottonwoods. Utah has great skiing because we have low skier numbers, we don't need to try to get more skiers here because it will change the user experience and ruin what we have. If anything we should be taking land away from the ski areas as backcountry skiing is the only sector of the ski industry that is growing! As far as one wasatch goes, it seems like a gimmick to me, hire a guide and ski through our glorious backcountry the way it is! In other matters I would like to see a more extensive and linked tougher hiking trail network in the central Wasatch. a connection of the reed pine jaybird trail to upper bells canyon would be great as well as a trail connecting upper broads fork to upper mill B South and mill B south to Alta.</p>		4/16/2015
<p><b>Please protect our mountains and watersheds from development. Ski areas are big enough. If developers have their way, there will be no areas left for relaxation and beauty.</b></p>		4/16/2015
<p>I am a backcountry skier, hiker, fisherman and general muscle-powered user of the Wasatch. I encourage all planning that comes from this process, with particular attention to the following issues- 1) Water quality preservation is of utmost importance, 2) Transportation by car should be limited, bus service improved, LCC particularly should be examined for possible shuttling, train service, or similar alternatives, 3) No tunnels through the mountains, no gondola, ski lift or mechanized transport should be considered, 4) No further ski resort expansion should be allowed, particularly in Grizzly Gulch, Flagstaff, White Pine, American Fork side of the divide, 5) Overall service concerns must take precedence over developers' and resorts' needs.</p>		4/17/2015

<p>An Unpardonable Sin</p> <p>The quality and quantity of the snow, steep beautiful terrain, and easy access make the skiing/riding experience in the Wasatch Mountains (backcountry and resort) world class. This is a special place. But the quality of the skiing experience in the central Wasatch is in jeopardy. I see the proposals for expansion by the resorts and Ski Utah's "One Wasatch" simply as marketing tools to attract more tourists to our world-class resorts. As a native Utahn, Snowbird season pass holder, and frequent backcountry skier, I don't believe these proposals for expansion are in our community's best interest.</p> <p>The Alta and Snowbird ski resorts cannot accommodate more skiers/snowboarders without further compromising the already crowded skiing experience that exists there. Who wants to stand in longer and longer lines while waiting to ride the greatest snow on earth? Not only are the lines insufferably long, with larger and larger crowds the snow gets "skied out" faster and faster. Is this the kind of experience Ski Utah and the ski resorts want for their customers? At the same time, the backcountry cannot afford to be annexed any more by the resorts without compromising the riding experience there. The ski industry in Utah has an insatiable appetite for expansion and development at the expense of the environment and wilderness experience. Both the resorts and the backcountry/wilderness can co-exist harmoniously but it's time for permanent hard lines to be drawn. Tunnels and aerial trams connecting the Cottonwood Canyons and Park City would desecrate what little is left of a wilderness/backcountry experience that exists in the glorious but fragile central Wasatch range. Why connect the resorts? If I want to ski at Alta, I go to Alta. If I want to ski at Deer Valley, I go to Deer Valley. The concept of an interconnect is just a sightseeing gimmick for tourists. No local would dream of wasting quality ski time riding lifts between resorts. Don't ruin what makes this place special and unique just for more money.</p> <p>It's true, transportation challenges in BCC and LCC do need to be addressed. More efficient mass transit makes sense, but let's not reinvent the wheel with complicated expensive projects that permanently deface and deform more of this glorious little mountain range in which we are so fortunate to live</p>		4/17/2015
<p>Thank you for this opportunity to provide input for this important project. My recommendations are:</p> <ul style="list-style-type: none"> <li>Maintain water quality</li> <li>Preserve the beauty of our unique and incredible mountains</li> <li>Protect backcountry access</li> <li>Maintain the at-risk areas of our foothills, including the BST</li> <li>Incorporate Environment System Proposed Actions</li> <li>Incorporate Recreation Systems Proposed Actions</li> <li>Invest additional tax revenue in existing trail improvements as opposed to new ones</li> <li>Do not develop additional areas in the mountains</li> <li>Do not connect the Cottonwood Canyons with Summit County; there is no need and it will only benefit the developers financially</li> </ul>		4/17/2015
<p>As a lifetime resident of Salt Lake, I am genuinely appreciative of the collective efforts of everyone who has come together for the Mountain Accord. Thank you.</p> <p>Because so many cities in Utah, particularly Salt Lake City and Provo, continue to be numbered among the fastest growing cities in the United States, my hope is that when tough decisions are made if we error on any side, we error on the side of conserving what is left of the unique natural beauty found in our Wasatch Mountains. All too often, the Wasatch Mountains are compared to the Alps in Europe, a mountain range that dwarfs the size of our small range. Please save as much as you can of our small peaks and canyons in their natural state. The ski resorts need your guidance and restraint so that 25 years from now, future generations don't look back and wish we had done more to preserve this most unique of all treasures.</p> <p>Thank you for the opportunity to comment!</p>		4/17/2015
<p>I am a resident of Salt Lake City, and the outdoor recreation opportunities in the Wasatch are the primary reason that my family has decided to live here. I just wanted to say that while I do not agree with all the proposals in the blueprint on the Mountain Accord website, I am in support of the Mountain Accord process because I think that it is an opportunity to finally protect these mountains in a manner that will endure for years to come. I already left my comments a few months ago via the website. I was distraught about all the opportunities in the blueprint for continued commercialization and development in the Cottonwood Canyons, so my comments were probably pretty negative. However, the more that I have read and thought about these issues, I realize that reaching a public agreement is a better option than continuing to allow everything to proceed haphazardly. I support the Mountain Accord, and I look forward to continuing to participate in this process.</p>		4/17/2015
<p>It seems to me that the smartest thing to do from both an environmental and fiscal stand point is to run buses in the Cottonwoods on a more consistent basis. Right now with the current bus schedule it is hard to ride the bus. Parking structures would need to be built in numerous places throughout the valley. But this seems like it would be less disruptive than tearing up the mountainside to put in a train or a gondola. Also I would like to see more public bathrooms at heavily used trail heads like Olympus.</p>		4/17/2015
<p>To maintain the long term benefits of the Wasatch Mountains for residents and our many visitors, the Mountain Accord must place the highest priority on watershed preservation and environmental protection, with lower priorities for increased economic development. High capacity transit in the proposed Little Cottonwood/Park City corridor would be difficult to achieve without major harm to the present environment. Enhanced bus transit within the Cottonwood Canyons, appropriate to seasonal demands, may be the best solution to traffic and parking problems within these canyons.</p> <p>The Mountain Accord has carefully addressed the competing interests of more development and enhanced economic development as opposed to the long-term state of the environment and water needs of the Wasatch front population. The long term needs should have <del>priority in the Blueprint to resolve these problems</del></p>		4/18/2015
<p>Hello, I am writing to submit my comment for the Mountain Accord blueprint. I am a citizen of the Salt Lake Valley (Midvale, to be precise). I am an avid skier and rock climber, and I hike and run on the trails of the mountains in the summer.</p> <p>First, I would like to thank Mountain Accord participants -- I know that you probably receive a lot of criticism from angry and passionate citizens, and I am grateful for your planning to keep our canyons accessible and healthy for coming generations.</p> <p>My comments on each section of the Mountain Accord blueprint are below.</p> <p>Transportation: I wholeheartedly oppose any construction of a train or tram up any of the canyons. A train would be expensive to make and maintain; it would require expansion of the current roadway (even if it is above the road), which puts unnecessary strain on the watershed and could limit access to other recreation points in the canyons (rock climbing in lower Little Cottonwood, for example). A train would require train stops to be built and maintained; by their very nature, this would limit the train's use to the places that have the stops -- which most likely would be ski resorts. Building a train seems to service only the resorts; it would sideline other recreationists and force taxpayers and municipalities to pay for a ski resort's latest construction project in their attempts to lure more visitors. I would support improved bus service up the canyon. For the bus service to be viable, it should be year-round. There need to be more bus stops in the canyon so non-skiers also use it (stops at trailheads, fishing locations, picnic areas). Additionally, a good incentive system would be for ski resorts to offer a slight discount on day pass purchases for those who rode the UTA bus up the canyon. If the bus costs \$8, give the people who can produce their bus pass \$8 off a day pass. Ski resorts could also help encourage bus ridership by having free day use lockers for those who rode the bus. Riding the bus make skiing difficult because you don't have anywhere to leave your boots, bag, etc. Additionally, I would urge a fee for driving up the canyon. Make it more expensive to drive up the canyon than to take the bus. This change would require increased parking around the base of the canyon, since it is difficult to access the canyons on the standard bus service. But, a fee to drive up the canyon would limit cars, which would make it easier for buses to stop at trailheads and recreation areas that are in a narrow section of canyon -- less traffic would allow for safer and easier bus stops anywhere along the shoulder.</p> <p>Environment: My greatest concern in the Mountain Accord plan is the protection of the environment. I worry about the impact of any construction on the watershed; especially with the growth of our population and the decrease in our winter snowfall. We need to be planning for a drier and hotter future and not building tourist attractions on the very land that we depend upon for water.</p> <p>Recreation: I do not support any expansion of current ski resort boundaries. The proposed expansion of Brighton and Solitude's boundaries would lessen the area of backcountry terrain accessible by backcountry skiers. Despite it only being leased land, during the winter season, those resorts limit uphill travel, thus excluding use by any backcountry users. Grizzly Gulch is an important part of the Wasatch Mountains' backcountry terrain. Do not let this be developed!</p> <p>Economy: My only comment on the economy is this: Local ski resorts keep trying to expand and develop in attempts to bring more visitors. I understand that Utah depends upon the resort economy. I support that. However, winters are getting worse and less predictable; I do not want to foot the bill of an expensive resort development project if we get a winter with no snow and resorts shut down. Even if it is not footing the financial bill, we as local residents will be the ones who feel the environmental repercussions if a ski resort closes with a massive, new development on their land. Additionally, Colorado gets more ski visitors because it doesn't have weird liquor laws. Many people are still freaked out by the stigma and mystery in which Utah clouds itself. There are things that Utah as a state could do to draw more visitors here without sacrificing our watershed, our taxpayer dollars, and our equality of access to this land -- both resort visitors and local backcountry users deserve to have access to these mountains.</p> <p>Thank you for your time and efforts. This project is very important to me because these mountains are very important to me. I moved to Utah from out of state. I moved here for the mountains. The mountains are the reason that I live here, that I teach here, that I spend money here -- without this natural resource's conservation, this city will lose a huge sector of its population which moved here for the unparalleled recreation options. I know that it is easy to measure tourist dollars and out-of-towner economic impact; please don't forget what the people who live here, work here, and spend money here add to this economy. If these mountains are spoiled, a lot of us will leave. It will more difficult for so many of the new businesses to attract prospective employees, who are currently lured out here with promises of a high quality of life. Please don't make any decisions that will change that.</p>		4/19/2015
<p>To whom it may concern I am concerned about the watershed preservation. We are very venerable with our water situation. I believe ski areas should not expand beyond their boundaries or land trades between the forest service and the ski areas. I would like to see more of an emphasis on non motorized recreation. Please protest out mountains.</p>		4/19/2015

<p>We are responding to your request for comments on the development and connection of the ski areas in our Wasatch Mountains. My wife and I have skied all of our ski areas in the Big and Little Cottonwood canyons and on the Park City side for forty-nine years. We have also enjoyed hiking in these mountains all that time. These mountains, and the recreation they provide, are why we chose to live and raise our family in the Salt Lake area. We have also hiked extensively in the Alps of Switzerland, Austria, Italy, France and Germany. This knowledge is important as we consider the appropriate use and development of the Wasatch. Our Wasatch Mountains are a relatively small area as mountain ranges go. That we have protected some of it as wilderness is wonderful. And the skiing provided is fantastic, as several of our Swiss friends have remarked when visiting us. We need to be very careful to maintain this delicate balance between alpine skiing, and its mechanized invasion of the mountains, and the spectacular beauty of hiking on trails through undeveloped mountains. We have a unique setting, so close to urban areas. I do not see any overall benefit to expanding the boundaries of our ski areas, or connecting the Park City side to the Salt Lake Valley side. While skiing both sides in one day may be arguably something to boast about, realistically there is more than enough skiing in an area without having to spend part of your skiing day working over and back, just to say you did it. Certainly the distribution of skiers on both sides is presently acceptable. The limitation imposed on numbers by the narrow Cottonwood Canyons keeps their use/impact reasonable. Connecting the two sides would surely increase the amount of rooms and visitors on the Park City side, but would adversely affect (by increasing the number of daily skiers/users) the Salt Lake valley side. Knowing these mountains as we do, it is the Salt Lake side of the range that must be protected, for it is truly fantastic, not unlike a national park. Thank you for giving us the opportunity to express our thoughts.</p>		4/20/2015
<p>Dear Mountain Accord. I am in favor of the following points to curtail any development in the Wasatch Mountains.</p> <ol style="list-style-type: none"> <li>1. Prevent ski resorts from expanding outside their current boundaries.</li> <li>2. No land trades between resorts and the Forest Service – non-developable land on steep, remote mountain sides for developable land at the base of the ski resorts – more condos, traffic, etc.</li> <li>3. The central Wasatch is not the European Alps – a dishonest comparison commonly made by development interests. The central Wasatch is very small, unlike the Alps.</li> <li>4. Watershed preservation</li> <li>5. Viewscape preservation – no large buildings, no expansion of resorts</li> <li>6. Emphasis on non-motorized recreation</li> <li>7. Tram and lift interconnects for the resorts will do nothing to solve transportation issues. Interconnects only benefit resort marketing.</li> </ol>		4/20/2015
<p><b>** I totally support ONE Wasatch and over-the-snow connectivity.</b></p>		4/20/2015
<p>Dear Sirs: We live near the foot of Millcreek canyon. We make frequent use of these canyons for hiking, picnicking and cross-country skiing. They are precious to us. We oppose further residential and commercial development of the canyons, and are particularly opposed to land swaps between the Forest Service and developers which result in more building around the ski areas. This development results in more traffic in the canyons and physical and visual degradation of the canyons, and benefit only the developers. Once that development has occurred it cannot be reversed. We also oppose interconnects between the ski areas, which are unnecessary and would also degrade the canyon experience. The Mountain Accord analysis of Millcreek Canyon is very exhaustive and has some good suggestions, particularly providing a good uphill bike lane. Aside from the bike lane, we would not like to see additional widening of the road, which would just encourage more traffic and result in more congestion in the upper canyon. Please do not install parking meters in the canyon (what an awful idea). When you start a hike, you don't know when you will return. I wouldn't mind paying more at the booth.</p>		4/22/2015
<p>You have all drunk the kool ade!!! From Thaynes shaft all the way to the Mayflower mine is a labyrinth of tunnels, stopes, shafts. In addition there was smaller scale mining activities all the way to Alta. A tunnel?!? Are you insane? At some point of digging a tunnel of the scope/length you are conceiving those 130 year old and up to 1000 foot deep underground holes will collapse and perhaps trigger a chain reaction of epic magnitude. I lived in PC from 71-85 and said often "hope an earthquake never hits". As a ski instructor for 10 yr, a heavy equipment excavation operator for 10 summers (much of our work was up on both PC/DV mountains) I speak with some knowledge. In my opinion a tunnel from So SLC to PC is insanity. Respectfully,</p>		4/22/2015
<p>Dear Sirs/Madams: Below are my general comments on further development in the central Wasatch and the Mountain Accord process</p> <ol style="list-style-type: none"> <li>1. Prevent ski resorts from expanding outside their current boundaries.</li> <li>2. No land trades between resorts and the Forest Service – non-developable land on steep, remote mountain sides for developable land at the base of the ski resorts – more condos, traffic, etc.</li> <li>3. The central Wasatch is not the European Alps – a dishonest comparison commonly made by development interests.</li> <li>4. The central Wasatch is very small, unlike the Alps.</li> <li>5. Watershed preservation</li> <li>6. Viewscape preservation – no large buildings, no expansion of resorts</li> <li>7. Emphasis on non-motorized recreation</li> <li>8. Tram and lift interconnects for the resorts will do nothing to solve transportation issues. Interconnects only benefit resort marketing.</li> <li>9. Development is permanent, and never reversed.</li> </ol>		4/22/2015
<p>Hello, I attended the meeting at the Eccles theater in Park City. It seemed that transportation issues loomed large. I would like to submit random comments from my perspective. Tunnels and ski lifts over the Wasatch crest should be last on the list of options. I would like to see increased public transit between the SLC area and Park City. We live near Kimball Junction. The PC-SLC Connect is great to go to SLC all day. I frequently did a bus/bike commute when I worked near the University. I am retired now and sometimes I take the bus to SLC in the late afternoon to meet my husband. The current schedule does not work to go either direction for less than a full day. My husband would ride it to work in downtown SLC but he needs to leave work about 5:15-5:30, not 4:20 or 6:20 PM. I would like to see the Parleys Pathway bike path between Parleys Summit and the East Canyon exit on I-80 installed. We were part of a group several years ago to get this on a county planning map. I sometimes rode my bike from Kimball Junction to work in Research Park, well into my late 50's. I am just a regular cyclist, not an extreme athlete. Non-cyclists may not realize how much riding that recreational riders are up for, especially with the option to bus one direction or the other. Other people also brave this section of interstate to do this commute. Before the PC-SLC bus, my husband or I would ride this route to meet the other one in SLC so we didn't have two cars there at the end of the day. I'd like for Park City to maintain its get-away, resort feel, not become a suburb of the SL Valley. Except for maybe one trip to say they did it, the average skier is not going to drive to the base of a Cottonwood canyon, take a shuttle up to Solitude, then a lift to PCMR when they could just drive 30 min to their selected ski area. When we think of all the population in the area, and all the tourists, these "ski-link" connections serve only a very few people - the people spending up to and over \$100 per day for a downhill ski experience. I haven't found concrete numbers, but it is my impression that the younger generations aren't flocking to downhill skiing as their (aging out) boomer parents did. It does seem that the numbers for non-motorized sports are increasing - Nordic and backcountry skiing. I do not want additional ski lifts, towers, and maintenance access in the undeveloped areas. Do we really want to "pave" more paradise? HE** NO! Our national parks and wilderness areas are the best in the USA. They draw millions of tourists. For what? Nature! Not more motors and machinery. And not every place should be accessible to everyone. Maybe not accessible to anyone. I have some physical limitations now but no, I do not deserve access to everything. It's ok. Leave it alone. Leave it natural. In summary, more public transit on routes we already have in place, more bike paths, no more machinery in the mountains, keep our water clean (if there is any).</p>		4/22/2015
<p>I would like to submit my support of the letter that Wasatch Backcountry Alliance submitted regarding the Mountain Accord. That is the most preferred plan in my opinion.</p>		4/23/2015
<p>Thank You</p>		4/23/2015
<p>I support the positions outlined by the Wasatch Backcountry Alliance (attached): The central Wasatch is truly a special place that is on the verge of being destroyed by corporate greed. I first came to Utah in 2007 and specifically the Park City area. I instantly fell in love, to the point that when I graduated college in 2011 I decided to move to Utah. The first year that I lived here, I lived up in Park City and skied at The Canyons. In that first year, I was introduced to the backcountry and have done a large portion of my skiing in the backcountry ever since. In 2012 I moved down to Salt Lake and started skiing in Little Cottonwood canyon almost exclusively. The combination of snow and backcountry terrain simply makes it the best place on earth. The Mountain Accord is full of development ideas that will simply ruin this one of a kind landscape. The canyons do not need to be connected to one another. Increased buses and shuttles up each canyon with environmentally friendly (solar powered or propane buses like Zion has) buses is a good idea, but I hate the idea of trains, tunnels and lifts connecting the canyons and chopping up the backcountry. If the canyons were to be connected, I and many of my backcountry skiing friends will simply move out of the state and never come back. Please don't ruin the Wasatch! Thank you for your consideration.</p>		4/23/2015
<p>We all need places to have a peaceful environment to enjoy and to contemplate nature. This is especially important for our children and grandchildren! Money isn't everything!</p>		4/23/2015

<p>Hi, I wanted to share a few comments on the mtn accord proposal.</p> <ul style="list-style-type: none"> <li>- I do not support an interconnection between Big Cottonwood, Little Cottonwood and Park City.</li> <li>- Private land transfers need to include actions to preserve grizzly gulch</li> <li>- Land swaps should happen immediately prior to any future development plans being made</li> <li>- Ski area expansion is not in the best interest of the population and is only a benefit for the resorts.</li> <li>- The new honeycomb canyon lift should not drop below the elevation of the current lift and should not terminate in the silver fork drainage</li> <li>- I support a bus based transit system as proposed in appendix C of the transportation alternatives.</li> </ul>		4/23/2015
<p>I have reviewed the Mt. Accord web site and the possible "blueprint" for the future of the Central Wasatch Mts; I wanted to voice my thoughts about it. Though I understand the need to keep the current ski areas as viable economic entities and the access to them and the rest of the canyons' resources safe and reliable, I believe the following should be the primary objectives:</p> <ul style="list-style-type: none"> <li>· Maintaining as much of the canyons in an undeveloped state as possible using private/public land swaps, concentration-of-development strategies and whatever new land designation possible to keep it undeveloped. If done thoughtfully, this would serve everyone's agenda, including the ski areas'.</li> <li>· Whatever policies are needed to assure clean water and air.</li> <li>· The design of the access to each canyon to be the minimum needed to provide a flexible system for many uses and demographics. Given the projected increase of use of all the canyons and the need to reduce in-canyon car traffic and parking, this might include more and better buses, road improvements and separate bike lanes. The enormous impact of a rail line up Little Cottonwood Canyon would eliminate it as a possibility.</li> </ul>		4/23/2015
<p>There are three main reasons why I feel the One Wasatch connection plan is extremely bad for Northern Utah's resorts and local residents. The first reason is that the 'plan' can not be completed without severe and permanent damage to the Wasatch backcountry. Backcountry areas of the Wasatch range are exploding in popularity, and will continue to do so for the foreseeable future. As our state and its resorts get increasingly crowded with people, commerce and noise, there is a growing population that goes to the backcountry for quiet solitude in the wilderness, with no sign of humankind. Their backcountry experience will be rudely interrupted by the appearance of lifts that will cross and re-cross throughout the wilderness areas between resorts, and will not be avoidable to the backcountry enthusiast. The second reason is that it makes no sense whatsoever to compare One Wasatch with the connected resorts of the European Alps. As I wrote in a recent story: "The European Alps are 750 miles long and 125 miles wide. The mountain range in the ONE Wasatch plan is 120 miles long and averages five miles wide. Its widest point is a mere 18 miles. The highest elevation of the Wasatch range is 11,928. The Alps are nearly a mile higher, with numerous glaciers that never melt. The Wasatch range has no glaciers." In addition, the European connections pass through eight countries. By comparison, the Wasatch Range is miniscule. The third reason is that there is an appalling lack of research into this project. Foremost, there has been no serious investigation of whether resort connections will bring more visitors to Utah's resorts. Nor have the cheerleaders for the plan have been forthcoming about multiple roads that would be necessary for installing the lifts and would need to be maintained afterwards for potential evacuations and repairs. I interviewed Nathan Rafferty for my 'One Wasatch' story, which was a total rewrite of an unusable story by another author. When I asked Mr. Rafferty about the mechanics of the plan, such as lift towers and concrete beds, he stated that could be done by helicopter, which is not factually true. Heavy machinery would be required to dig the tower foundation beds, concrete mixing trucks would have to be driven into the backcountry to put in the tower pads, and roads would be necessary for the trucks and the laborers. The roads would have to be constantly maintained afterwards to allow for repairs and emergency evacuations. When I asked Mr. Rafferty about these facts, he grew very vague and eventually said that "Each resort would be in charge of that." What does that mean? Is there even a plan? The issue of environmental destruction in the backcountry that would be required for the installation and maintenance of these numerous lifts has not been addressed by Ski Utah or any of the resorts involved. Until it is discussed in a public forum, with factual and truthful answers given to the many questions of Utah backcountry lovers, this 'plan' should be put on a very long hold.</p>		4/23/2015
<p>This planning is an excellent starting point. Educating the public that there is a real cost to doing nothing is important. European countries have created multiple options to transport visitors through their resorts, over and through their mountains, valleys, and canyons. What are some of the financial models that have been used in other mountainous countries that can help Utah with this challenge?</p> <p>Guardman Pass:</p> <ul style="list-style-type: none"> <li>*It's an existing state road that could be improved for year round use. The growing population and increased use of the road is already creating pressure to make improvements. Why not get ahead of the demand and upgrade it to a year round state road? The excuse of cost is weak considering many of the year round state roads that have much less traffic.</li> <li>*Enormous environmental savings as visitors avoid doing the "horseshoe" driving from PC to the Cottonwood Canyons and vice versa. It would be an interesting statistic to know how many trips/miles per season are made between the Summit and SLC resorts.</li> </ul> <p>Conflict of Back Country and Resort Access between Brighton and Alta</p> <ul style="list-style-type: none"> <li>*Tunnels are a low impact means of connecting the canyons. Val d'Iser has two funicular tunnel trains. How have they made it pencil?</li> <li>*A tunnel would transport resort skiers without impacting Grizzly and other prime back country areas between BC and LC.</li> </ul> <p>Traffic Issues:</p> <p>With a great deal of kicking and screaming Zion National Park introduced busing during the peak season for the park. It is resounding success. People have adjusted and the overall experience in the canyon has been vastly improved. Can something be learned from the National Parks that have implemented mass transit alternatives? Parking and equipment needs are an issue but these challenges have been overcome by other resort areas. Educating the public that doing nothing is by far the most expensive and environmentally destructive alternative is important. The public in general doesn't understand the growing recreational pressure on the Wasatch Front and Back.</p>		4/23/2015
<p>To whom it may concern:</p> <p>I will be brief as I'm sure we are both short on time. I am an avid skier and mountain biker. My favorite ski resorts are Snowbird and Alta, one of my favorite bike trails in the LCC trail at the base of Little Cottonwood. The plan by Mountain Accord concerns me. I do not want the expansion planned.</p> <p>Under your plan my favorite trail would be gone. I've ridden it for years and would be furious if you removed it. Furious enough that if you destroy that trail, Little Cottonwood Canyon would never see a penny of my business again, and I would encourage everyone I know to do the same.</p> <p>We do not need or want the expansion options.</p> <p>Thank you for you time,</p>		4/24/2015

<p>I support designation of the Wasatch National Monument. We need to take action to preserve the quality of the Wasatch before it is too late.  <a href="http://saveourcanyons.org/campaigns/public-lands-stewardship-forest-management/wasatchnationalmonument/">http://saveourcanyons.org/campaigns/public-lands-stewardship-forest-management/wasatchnationalmonument/</a></p>		4/24/2015
<p>Thank you for taking the time to listen to the public on issues concerning the Salt Lake Valley citizens' backyard.  Here is my two cents:  Environment:  Reducing the amount of cars on the roads, which contribute to the biggest negative issue in Salt Lake: Air Quality, should be at the top of the list on things to fix. Since the people's health depend on this, this is critical.  Recreation:  Recreation accessibility is what separates the Salt Lake Valley from any other major city. This is why I and hundred of thousands of other people moved and choose to live here. Keeping the recreation accessibility (ie back country skiing access, hiking, etc...) should supersede any commercial development or endeavors. The Wasatch Mountains belong to the people and should not be compromised just so a few rich people can make more money.  Transportation:  This ties directly to the environment. I think before any hundreds of millions of dollars of tax payer's money should be invested into tunnels and trains, there are a few other rational and logical options.  1. Little Cottonwood:  - Increase frequency of buses up and down canyon.  - Charge for parking on peak periods with money going back to the state and not the resorts.  2. Big Cottonwood:  - Increase frequency of buses up and down canyon. The current schedule of buses is not convenient compared to LCC  - Develop more parking at the mount of BCC.  - Add the old bus routes going down Fort Union Blvd, which drives pass ample parking spots between 3300E and Wasatch Blvd. This is a no brainer. Rerouting these very convenient access points to the bus stops to go down 3300E to access hotels directly increased the number of people driving up BCC.  3. Big Cottonwood and PC area:  - Plow the Guardsman Road and run buses/shuttles between to areas. This will directly reducing the amount of cars going up and down Parley's Canyon and BCC.  4. Millcreek.  - Offer Free shuttle up and down the canyon on Fri, Sat, Sun and holidays.  - Make a official bike lane  5. Parley's to PC areas.</p>		4/24/2015
<p>I lived in Park City for many years, and was in the real estate business there.  One thing I can say for certain is that for some in the business community, no matter how much growth there is, it is never enough. They will continuously have new ideas about how to grow faster, always trying to stay ahead of some other resort. There will be a never-ending appetite to grow the boundaries of the ski areas, and to use public financing to improve transportation infrastructure. It is a never ending circular pursuit - We should require that all of the ski areas update the quality of their uphill equipment before expanding into new terrain. We should be utilizing the capacity of existing roadways more thoroughly with bus service, and ride sharing, before contemplating enormous investments in tunnels, and trains.  Growth will come, and it is inevitable. But we do not need to continuously strive to speed it up, because all that does is create more dependence on more growth.  The undeveloped areas in the central wasatch are a remarkable community resource for exploring, hiking, biking, and backcountry skiing - this enhances the quality of life for the entire region. From an environmental as well as social perspective, we should place equal, or greater value on those places that we preserve in a natural state. A balanced and long term approach will recognize that the undeveloped areas are important and valuable, and that is such a thing as too much growth.</p>		4/24/2015
<p>Crediting Mountain Accord with significantly "upgrading" the central Wasatch recreational trail system may be giving too much credit. All the resorts and many of the lakes, picnic areas, and outstanding views are already trail connected and maintained by Cottonwood Canyons Foundation, the Forest Service, or resorts.</p>		4/24/2015
<p>I support the Mountain Accord process and the progress made to date. I strongly support the 3 Key Actions identified in the Blueprint.  I believe the first priority is to maintain a quality watershed.  I am in general agreement with the Environment System Proposed Actions as well as the Recreation Systems Proposed Actions.  I strongly support linking ski areas through transit and trails rather than arial solutions such as ski lifts. I support a transportation system which is available in winter and summer.  Regarding the Economic Systems, I support additional tax revenue to support the Key Actions. I strongly support the concept of future development to the urban areas with high-quality, limited new development in the mountains.</p>		4/25/2015
<p>To all organizations and stakeholders who have participated in the process, thank you for your careful consideration of these issues.  To whom it may concern,  I would like to continue to enjoy the open spaces we have, as they are, with no further development. I have children and want them to know what nature is through their own experiences in the outdoors.</p>		4/25/2015

<p>Hi, After reading weekly pleas in the SL Tribune for comments, I have decided to comment. If my background matters, I am an avid resort skier and a casual summer hiker, and local SLC resident. A transplant from Michigan who moved here with close quality skiing as the primary driver. I met my wife here, and we have raised a family here. My general comments are: 1) I can't pretend to fully understand all the issues at stake here, but I am impressed by the inclusiveness of the process. My more specific comments in regards to transportation and space follow: 1) Transportation 1a) The Cottonwood canyon roads are essentially reversible one way roads. One way up in the AM, one way down in the PM. That is a recipe for congestion. Putting in a year round connection to the Park City side is brilliant. I would suggest opening this connection to cars, not just trains. 1b) Avalanche shelters need to be employed. I have lived in Washington state where these are effectively used for both car byways and trains. 1c) Charge for parking year round at trail heads and ski resorts. Nothing promotes car pooling like this simple tactic. The token fee to go up Millcreek canyon demonstrate the effectiveness of nominal fees. I purposefully carpool when going to trail-heads where parking fees are collected. Use the funds to capture leaky oil. 2) Space My opinions here will certainly offend my back-country skier friends.. I have not the data, but I see them as the '0.1 percenters' of the ski population when it comes to space. If we calculate the acreage/person/day ratio of a resort skier vs. the back-country skier, it has got to be off the charts and extremely lopsided in favor of the back-country skier. Why do we cut off so much space in the winter for these folks? They are a highly specialized group of people. Open up more space for the resorts and take it from these back-country areas. I believe a fair analogy would be a summer season situation: space reserved for yet another highly specialized and small (albiet growing) group, the climber. The climber requires specific land, but, their use does not eliminate so much land for the vast majority of the remainder of the population. The climber has specific space needs but not at such a giant cost to the remainder of the population. The back-country skier requires specific space but at a giant cost to the remainder of the population. Likewise, heli-skiing operations in the Wasatch should be <del>terminated: the same argument applies. Seems with a helicopter in your quiver, you could easily go fly over to the Uintah mountains.</del></p>		4/26/2015
<p>The spirit and intent on which the Mountain Accord has been forged is to be applauded. That the dozens of stakeholders, from widely varying points of view, were able to come together and rationally discuss how to manage one of Utah's most precious places -- the Central Wasatch -- on their own time, sets a very positive example and tone, irregardless of the effort's outcome. This is how I would like to see the transportation piece of the plan (which is, to me, what this process is mostly about) be rolled out: immediate phased implementation of Option D, beginning with Little Cottonwood Canyon. Changing mindsets about accessibility to this area, in particular, is going to take time. Many people, including myself, view the speed and ease of getting to Alta or Snowbird as one of the biggest benefits of living in Salt Lake City, and will often hop into their car -- alone -- to buzz up there to ski a few runs or take a quick hike or mountain bike ride. By creating gradual disincentives for car use (e.g. ticketing cars with less than two passengers) coupled with more frequent and fluid public transit (buses) is a good place to start in changing mindsets. I'd like to see implementation of Option A in what I'd call the immediate long term future--perhaps over a period of 20 years. I'm still not 100 percent clear on the ultimate cost or environmental impact of a train, but what I do know for certain is that the cars that are sure to accompany the Wasatch Front's forecasted explosive population growth will most definitely degrade not only the canyon's beauty and environmental quality, but the accessibility that so many people who live here take for granted as well. I also think the Mountain Accord staff members need to do a better job communicating the reason for this process in the first place. As far as I can tell, the notion of a train and tunnel are the part of this process that have received the most traction. I think it's necessary for people--including myself-- to have a concrete image of what things will look like here in 20, 30, 40, 50 years if human nature is allowed to run its course. Thanks for your time, ☺</p>		4/26/2015
<p>It appears that the proposed Mountain Accord overtly promotes economic advantages over the environment. The push to make the Wasatch more accessible will lead to it's inevitable destruction. Pumping more people into the canyons will lessen the quality of the experience for many. No rail in the canyons and no connections between Little and Big and Park City. Increase bus service and maybe only bus service in the canyons. There is not enough emphasis on promoting accessing the canyons by your own human powered means. Glad I am in my mid sixties. The Mountain Accord proposals sound more like a eulogy to me.</p>		4/26/2015
<p>I am a resident of Salt Lake City and my opinion on the future of the central Wasatch can be summarized as follows: 1) I am in favor of any land swaps to preserve the LCC/BCC divide. Ski resort boundaries must not expand an inch. They have encroached enough over the years. However I am in favor of exchanging public land inside current resort boundaries if for private land outside of the boundaries. a) IF resort boundaries do expand, uphill traffic must be allowed to continue to allow public access to their public land. b) IF lift access is gained to the top of the LCC/BCC divide on private land, resort users must be denied access to the ridgeline outside of the ski area boundary. Those areas belong to the public and its resources must remain unmolested because of the greed of resort ownership. 2) No new infrastructure of any kind. The current road system is adequate. As a frequent user, I do not believe we have a transportation problem. However, the bus system is broken and can be improved administratively. 3) There is no realistic demand for an interconnect. One cannot realistically enjoy more than two resorts in a day. Current resort connection are adequate and since I believe the transportation system is adequate, I believe it is not asking to much for a resort user to travel by road for an hour to use another set of ski areas on a daily basis if they desire to do so. The interconnect idea is both a marketing gimmick and a way for PC resorts to fill their hotels and have guest ski at SL county resorts. The interconnect is only attractive to vacationers and the novelty will wear off in a few seasons once word gets out that it is not really convenient. If ski resorts need to expand terrain because of overcrowding, why does ski utah want to draw more skiers to Utah? Seems like the current system is working. It is not the human powered recreationalist's fault that some people do not want to ski PC's terrain and sub par snow and we should not be punished because of it. 4) It is not a crazy idea that park city and maybe even the cottonwoods will not viable locations for ski areas in the near future do to climate change. Instead of over developing the land to milk every penny out of it, we should be preserving the land so it is still a beautiful place to visit when ski resorts no longer operate. We don't want to have a wasteland of vacant structures littering the landscape once lifts no longer spin. Who will pay for the restoration of our once wild mountains? 5) Much of the money made by the ski resorts lines the coffers of corporations out of state while the Utah taxpayers fund the infrastructure for make get skiers to the resorts. We deserve to be heard. 6) IF any backcountry terrain is lost due to denied access or overcrowding by sidecountry users, the resorts MUST finance the cost of keeping Mirror Lake Highway open year round so that human powered recreationalist have other options for quality winter recreation.</p>		4/26/2015
<p>This idea is BAD for Park City, BAD for Summit County, and BAD for Utah. Great for developers though... ☺</p>		4/26/2015
<p>I think the ideas put out are thoughtful &amp; are absolutely needed to provide for the future of our water shed, recreation &amp; preservation...I urge this plan to go forward.</p>		4/26/2015
<p>Hi, I am a resident of Salt Lake City and feel the Wasatch are a great treasure that should be preserved. My opinion basically lines up with that of the Wasatch Backcountry Alliance. As I see it, there are two main components to preserving the canyons, * Keep the ski areas within their existing boundaries. The ski areas already occupy the best/highest/most accessible terrain in the Wasatch and giving more of it to private interests seems unfair. The proposed land swaps in the Cottonwood Canyons Scenario are ok since they return more land to public use than is lost to private interest. * The canyons are currently being suffocated by car traffic. The most cost-effective solution seems to be a dedicated, high capacity bus system. The current bus system is at capacity, is expensive, and is slow. In addition to more buses, I would support not allowing private cars or requiring at least two persons on busy days.</p>		4/26/2015
<p>I fully support the Wasatch Backcountry Alliance recommendations on the Mountain Accord proposal. No interconnect tunnel or train. Increased interconnect only serves to increase commercial development. Commercial development is something that should NOT be a priority in such a special environmental us area. Keep the ski areas within their current boundaries. Increased ski development is contrary to the economic and environmental protection for these unique area. Perform land swaps immediately in Mt. Superior, grizzly gulch areas to maintain the ridgeline as a park effects in LCC. Keep the Solitude Honeycomb lift to it's existing foot print. Improve the bus access, dramatically increase number of buses and instal a reversible bus only lane on the existing road with environmentally esthetic avalanche sheds in high risk areas. A train and tunnels is a totally non stater economically and time frame wise DO NOT ALLOW THE MOUNTAIN ACCORD PROCESS TO BE MOSTLY AN INCREASE COMMERCIALIZATION PLAN. The lands you have are unique and must be preserved.</p>		4/26/2015

<p>Hey Developers!  Why not just pave everything and put up quads everywhere?! During my life-long enjoyment of The Cottonwood Canyons, it has been my great sorrow and disappointment to witness the rampant-unrelenting greed of people that have no feeling for anything except the Almighty Dollar.  Witness the vanished eagles around the summit of the Honeycomb Cliffs/Davenport Hill. From either Big or Little these eagles ranged freely. I have personally waited, watched, and marveled at these beautiful wild beings, so close to my home, for many years. Where are they now? Soon after the Ski-helicopters they vanished. Thank you, Snowbird-NOT!  I personally am affronted and disgusted that huge business and foreign interests have bought out any sense of reason within this process.  Never mind that this is a critical water-shed for over a million people!  Shame! Shame, I say upon anyone that supports expanding the colossal blunder proposed by greedy developers that will-absolutely-ruin what is left of the unique geology that is our Wasatch Mountains.  Hey, try drinking the water from Love Canal. Does anyone else recall the carnage caused by rampant greed?  I am 65 years old and do not want to pass on a legacy of neglect, greed, and toxicity to those must live with our decisions. Just once, vote with something other than a quick buck in mind.  I offer no apology,</p>		4/26/2015
<p>Dear Government Blueprint Designers:  I am in favor of 1. Improved transportation from the airport to Park City.  2. Leaving our canyons in their natural "God-given" state, as much as possible.  I am opposed to 1. building tunnels through the mountains to connect the canyons.  2. Buying up residential private property  3. increasing the boundaries of government owned land  4. Building rail tracks in our beautiful pristine canyons for trains  I agree with the Wasatch Backcountry Alliance that clean burning buses and vans are the best mode of transportation in our canyons.  Please refer to <a href="http://mountainaccord.com/wp-content/uploads/2014/10/Public-Letters.pdf">http://mountainaccord.com/wp-content/uploads/2014/10/Public-Letters.pdf</a>  Thank you for your time in considering my point of view.</p>		4/27/2015
<p>The Mountain Accord outcome I would like to see would focus on conservation of the land, Protecting our watershed and changes that would amount to a net reduction of development in the Central Wasatch.  Land swaps that would concentrate development at the base of resorts in trade for minimizing private land in the backcountry seem to make sense both economically and environmentally.  A Shuttle system involving busses or vans would be able to meet the varied recreational needs in the canyons. Trains are not conducive to multiple trailhead stops and are not as flexible as busses or vans for changing needs both over time and season. Plus the environmental cost of building rail in the canyon seems overwhelming for such a small area.  I don't support further connectivity for the resorts. There is no good way for this to be accomplished and the benefit would have nothing to do with those of us who live here. It is all for marketing a declining industry.  I would also favor fees such as we have in Millcreek Canyon. It makes sense that those that use the canyons for recreation should help in the maintenance of those facilities that we enjoy. Money collected should be earmarked for improvement and maintenance of those</p>		4/27/2015
<p>Greetings-  I support Mountain Accord and ONE Wasatch. I believe extensive research and studying needs to be conducted to determine what is the best option for those who work and play in the Wasatch range and especially for the environment.  Currently the canyons are packed with people and cars which is taking a toll on the canyons themselves and the surrounding environment. Something needs to be done to fix traffic and environmental impact the cars are causing.  I feel a combination of rail and on snow/aerial connections would be the perfect fit.  Thank you for your time. ☺</p>		4/27/2015
<p>Hello  I have been very involved in the Mountain Accord process from the inception as a member of the Recreation System Group, and these are my formal comments regarding the "blueprint" put forth by the Executive Board.  Transportation  <ul style="list-style-type: none"> <li>• I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</li> <li>• Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>• Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>• Charging a per-vehicle fee - either via a daily fee or an annual pass – would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>• Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>• I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>• A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>• Tunnel connections would create more defacto resort sidcountry terrain, effectively increasing the resorts' footprints.</li> <li>• The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>• The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>• The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE – including trans engineers who have looked into this project – knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</li> <li>• At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>• I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>• I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</li> <li>• The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul> Recreation</p>		4/27/2015

<p>General Comments</p> <p>I live in Salt Lake valley and am a year-round user of the Wasatch. I Climb in Little Cottonwood and Big Cottonwood and Bell's Canyon in the spring, summer and fall. I hike and run the trails of Little Cottonwood and Big Cottonwood and Mill Creek, once the snow has melted. In the winter I ski the backcountry areas of Little Cottonwood and Big Cottonwood and Mill Creek. I also ski with my family in many of the ski resorts in the area. I appreciate the truly distinctive characters of each resort in the Wasatch and the variety of terrain and facilities each offers.</p> <p>The heads of upper Little and Big Cottonwood Canyons are quite developed. No one hiking under the lifts in Albion Basin or above Brighton is having anything like a pristine wilderness experience, no matter how brilliant the wild flowers. There is effectively very little backcountry skiing opportunity east of the Park City ridge line. From my perspective the balance of wilderness vs. development is already tipped decisively in favor of development, and the ski areas seem to have plenty of customers enjoying abundant lift-served skiing.</p> <p>Specific Comments</p> <p>1) Alta</p> <p>The Grizzly Gulch area where Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to develop lifts in the area. Development of this area would be great loss to dispersed recreation. I'd like to see an attempt to swap this terrain for some greater development by Alta. I like the Alta resort because it ISN'T about condos and shopping, but I'm willing to trade some of that for a protected Grizzly Gulch.</p> <p>I oppose any change that would limit public access to public lands. A land swap opens the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb.</p> <p>I believe that currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undeveloped parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped areas should remain public in order to insure access to the surrounding public lands for future generations.</p> <p>2) Transportation</p> <p>I feel that the best and most economical near-term solution to the transportation issues up Big and Little Cottonwood is an expanded public UTA bus system. Regular buses running up both canyons would result in increased ridership. In the winter I rarely use the bus for backcountry ski access because there are so few runs up the canyon, even on the weekends. Similarly I never use UTA for access to climbing because there is effectively no useful schedule in the summer months and no stops near the major rock climbing centers. I think sufficiently regular bus service would be adopted by many backcountry enthusiasts. Perhaps a toll/user pass system similar to what is in place in Mill Creek, could be used in LCC and BCC. This could be used to offset the costs of the increased UTA service.</p> <p>I'm not in favor of the proposed tunnel between LCC, BCC and Park City. I'm not persuaded that folks driving from Park City to BCC and LCC is really a significant additional burden to the transportation requirement for those canyons. I think such a tunnel would greatly reduce the wilderness character of upper LCC and BCC.</p>		4/27/2015
<p>Water quality should be the MAIN objective for the plan</p> <p>Environmental thresholds developed that will protect water quality and guide future use of the canyons</p> <p>Plan should be written to expand to other canyons in the salt lake area and beyond</p> <p>Board made up of individuals that have zero interest (realtors, developers, landowners, etc) in the canyons</p> <p>The management plan needs to be developed with clear and concise guidelines that protect the watershed first and other uses allowed if in compliance with predetermined environmental thresholds.</p> <p><del>Good luck having any plan in place for the future of our canyon.</del></p> <p><del>I am writing to let you know that I support the official comment provided by Wasatch Backcountry Alliance.</del></p>		4/27/2015
<p>Don't put a train or add any bus lanes up Little Cottonwood Canyon. The estimated cost of \$5 billion is way out of line with any benefit to the public. Additional lanes and a train going up LLC will destroy the beauty and will detract from a quality of experience. LLC will look like a mini Parley's Canyon.</p> <p>Add more buses and parking. The only way to preserve the beauty of the canyon and protect the environment is to provide additional buses and parking facilities based away from the mouth of the canyons. Parking facilities must be provided to provide any public transit up the canyons. So why not start with that. Provide more parking at 6200 S and Wasatch Blvd. and 9400S and 20th E.</p> <p>Encourage ride sharing. Provide incentives to use of the bus and ride share by charging a toll and parking fees for vehicles with fewer than 3 occupants. If this doesn't relieve congestion, provide access to LLC with bus only access unless you're staying at the resort (same as Zion). There is no need for additionally bus lanes.</p> <p>As for the goal of maintaining a quality recreation experience – as it is now the wait to ride Snowbird's tram is too long. Watching 4 trams come and go while we're waiting in line is long enough. If you put more people up the canyon Snowbird will sell more tickets, but the public will not benefit in any way. The public can say I rode the train, but I spent the time I saved on waiting in line for the tram. Is this the quality experience Mountain Accord wants to maintain?</p> <p>The proposal will certainly benefit Snowbird, but it will detract from the goal of providing a quality recreational experience for visitors and residents.</p>		4/27/2015
<p>Dear Mountain Accord,</p> <p>I just wanted to go "on-record" that I agree with the Wasatch Backcountry Alliance comments on the Mountain Accord.</p> <p><del>Thank you very much.</del></p>		4/28/2015
<p>I am writing to express my complete agreement with the Wasatch Backcountry Alliance's comments on the Mountain Accord.</p> <p>In particular, I do not support the interconnection of LCC, BCC, and/or Park City in any combination or form.</p> <p>In terms of improving transportation, I believe that the current bus system could be optimized/expanded, existing parking lots expanded, and potentially a light rail or transit system linking SLC to PC developed.</p> <p>I strongly believe that the Superior-Emma ridgeline and Grizzly Gulch should be placed under permanent protection.</p> <p>I believe that any expansion of existing or proposed chairlifts in Honeycomb Canyon should not extend into the Silver Fork Drainage.</p> <p><del>Finally to cooperate for best backcountry access. I am in strong support of the establishment of unbill routes within ski areas that are expanding their boundaries into public lands.</del></p>		4/28/2015
<p>In reviewing the blueprint and proposed direction it seems to be heavily weighted on the side of developing economic ventures and installing light rail in Little Cottonwood Canyon.</p> <p>1) In my opinion the last thing on the list should be economic development, which would only increase the impact on the environment we so desperately want to preserve. More people on the mountain is not the right approach to preservation.</p> <p>2) How does a light rail system in Little Cottonwood Canyon not destroy that which we want to preserve?? Talk about a major impact on fragile areas! Surely this is not a desirable solution to traffic problems. And the expense would be astronomical! Please consider parking cars in other areas and busing before talking about light rail!!</p> <p>3) Has any consideration been given to the impact of your proposals on the people living at the mouth of the canyon? And have representatives from this area been included in the studies and discussions? To my knowledge the answer is no. It seems only reasonable to include those who are impacted the most in the decision making process.</p> <p>Thank you for your consideration of my comments.</p>		4/28/2015
<p>Hello,</p> <p>I am writing to state that I agree with the comments presented by the wasatch backcountry alliance.</p> <p>I am particularly concerned about interconnectedness between BCC, LCC and Park City. I support a viable and sustainable public transportation system that greatly reduces or eliminates private vehicles. The light rail or bus transit systems are both good alternatives. ☺</p>		4/28/2015
<p>I was a bit disappointed to read in this morning's Park Record that there was discussion about leaving the Mountain Accord. I feel the entire concept of a tunnel from the Cottonwoods to Park City is fiscal insanity and likely unwelcome, but I think there is a lot more that might come from the Mountain Accord agreements.</p> <p>Summit County and Park City already have significant traffic issues and they are clearly on track to get a lot worse. I am pleased that both the city and county councils are giving this a lot of attention lately, but the solutions are going to be difficult and expensive. The Mountain Accord efforts have received considerable attention from the Utah legislature and organizations like UDOT. The opportunity to be a part of the Accord's recommended solution should not be missed.</p> <p>If you don't want a mountain tunnel, there is no better place to fight against it than from inside the Accord meetings. Better yet, try and make sure that their solution includes upgrades to:</p> <ul style="list-style-type: none"> <li>• Our local mass transit</li> <li>• 224 and 248 entry ways</li> <li>• 40, running from 80 to Heber</li> <li>• Mass transit from SLC (ideally the airport) to Kimball and Park City</li> </ul> <p>Park City and Summit County already have a reputation within the Utah government as "the rich liberals who don't fit". The absolute last thing we need is to be the first group in the Mountain Accord to "take our ball and go home" because we don't like how things are evolving. Spend the next \$150,000 and consider it an investment. Try to work the system to get as much support as possible for the things we need on this side of the Wasatch. ☺</p>		4/28/2015

<p>Don't put a train or add any bus lanes up Little Cottonwood Canyon. The estimated cost of \$5 billion is way out of line with any benefit to the public. Additional lanes and a train going up LLC will destroy the beauty and will detract from a quality of experience. LLC will look like a mini Parley's Canyon.</p> <p>Add more buses and parking. The only way to preserve the beauty of the canyon and protect the environment is to provide additional buses and parking facilities based away from the mouth of the canyons. Parking facilities must be provided to provide any public transit up the canyons. So why not start with that. Provide more parking at 6200 S and Wasatch Blvd. and 9400S and 20th E.</p> <p>Encourage ride sharing. Provide incentives to use of the bus and ride share by charging a toll and parking fees for vehicles with fewer than 3 occupants. If this doesn't relieve congestion, provide access to LLC with bus only access unless you're staying at the resort (same as Zion). There is no need for additionally bus lanes.</p> <p>As for the goal of maintaining a quality recreation experience – as it is now the wait to ride Snowbird's tram is too long (watching 4 trams come and go before I get on). If you put more people up the canyon, Snowbird will sell more tickets, but the public will not benefit in any way. Certainly, the public may ride the train, but they will spend the time saved on waiting in line for the tram. Is this the quality experience Mountain Accord wants to maintain?</p>		4/28/2015
<p>Utah's ski industry supports ONE Wasatch and/or an over-the-snow connection of Utah's central Wasatch ski resorts.</p> <p><u>We also support improved transportation options both to and from the four resorts in the cottonwood canyons and from the three resorts in Park City.</u></p> <p>I am writing in support of One Wasatch and the over-the-snow connection between the ski resorts in the Central Wasatch. I believe this opportunity to connect these resorts over the snow and hopefully one day through tunnels and trains will add incalculable value to our state. I believe it will increase the quality of life and experience we have as locals and can offer visitors. These connections will allow everyone safe access to the majestic mountains and ski resorts we call home. I am in full support of moving forward with responsible intermountain connections through One Wasatch and Mountain Accord.</p> <p>Many thanks,</p>		4/29/2015
<p>Environment</p> <ol style="list-style-type: none"> <li>1. How durable are any protections to the environment in terms of future changes? E.g. the foothills development guidelines were easily ignored when developer money became involved and pro-development government was in power</li> <li>2. Further ski area and base expansion and development will lead to increased avalanche control and explosive use. How is this good for the environment</li> <li>3. What is impact on additives used in snow making on water quality of the Wasatch front</li> <li>4. How can connecting the Wasatch back to the cottonwoods do anything but increase use of the fragile ecosystems. Examples: Wasatch crest trail is overrun with bicycles, Canyons top ski lift has increased traffic from the Park City side to upper big cottonwood backcountry. Making it easier to access will just increase pressure on resources.</li> <li>5. The Wasatch mountains are unique in the US. Nowhere else can a city dweller escape into a beautiful natural environment so quickly. This is a resource that we cannot afford to lose and is a huge quality of life issue. As has happened countless times before, people who see an opportunity to make money or wish to carve out an existence in the mountains end up destroying the resource. We already have a city in the valley, do we need one in the mountains too??</li> </ol> <p>Recreational</p> <ol style="list-style-type: none"> <li>1. The value of the Wasatch mountains is in dispersed recreation. Ski areas are becoming out of reach for most people in terms of costs. This is one reason why backcountry skiing has become so popular and is a growing faster than downhill skiing.</li> <li>2. Ski area expansion limits access to backcountry users in winter and effects the quality of summer recreation.</li> <li>3. What zoning restrictions are there going to be on types of development within ski area boundaries? Ski areas are year round businesses. To attract customers, they have increasingly resorted to activities more commonly found in amusement parks (snowbird roller coaster on Superior as an example). Is there any real reason that our mountains have to be assaulted in this way?</li> <li>4. As ski areas develop, their costs do also. There is a need to attract more customers which inevitably leads to more development. A non-ending pressure for more and more development in the mountains</li> </ol> <p>Economy</p> <ol style="list-style-type: none"> <li>1. A great deal of effort is being directed to accommodate the ski industry's desire to link all of the ski areas. What benefit will this have to the year round recreational users of the canyons?</li> <li>2. Is there any reason why the ski areas cannot be profitable in their present configuration? If not, then why should the citizens of Utah shoulder huge costs to accommodate a failing industry.</li> </ol> <p>Transportation</p> <ol style="list-style-type: none"> <li>1. Some type of rapid transit needs to be in place for the canyons. With that, adequate parking in the city must be provided and the transit needs to be year round and stop at trailheads up the canyons. Presently, buses would be used more if there were adequate parking near the canyon mouths and if they stopped at more trail heads</li> <li>2. Over surface connection between the Wasatch back and the canyons would disrupt the environment and aesthetics to too great a degree and should not be considered.</li> <li>3. Connecting the Wasatch back with the cottonwoods would increase traffic in the canyons substantially and impact the character of the canyons. This needs to be considered carefully and not just in terms of ski area connection but year round recreation</li> </ol>		4/29/2015
<p>I support Mountain Accord's connecting the canyons. As Utah's population grows these transportation efforts will take cars off the roads, resulting in less traffic, cleaner air and easier access to our canyons.</p>		4/29/2015
<p><u>I SUPPORT 1 WASATCH ALL THE WAY! It would be the coolest thing</u></p>		4/29/2015
<p><u>I support ONE Wasatch and over-the-snow connectivity. I think this is a great way to advance the Utah ski industry and to give us a leg up!</u></p>		4/29/2015
<p>** I support ONE Wasatch and over-the-snow connectivity.</p> <p>** I support improved transportation to/from Utah's ski resorts.</p> <p>** ski area connectivity would help Utah's economy</p> <p>** ski area connectivity would be fun</p> <p>** ski area connectivity would help Utah compete with other ski regions</p> <p>** improved transportation would make my trip to the ski areas safer</p> <p>** improved transportation would make my trip to the ski areas faster</p> <p>** improved transportation would make my trip to the ski areas more convenient</p>		4/29/2015
<p>I've looked at the details and I think of our traffic issues in Park City. Building tunnels and trains is NOT the answer. The cost is tremendous and you say we are protecting our environment? This is totally wrong in every way. So few people that I know in SLC have any desire to ski up here. Very few parkies ski down the hill! This is something we do Public transportation at a reasonable cost ..yes . Tunnels and trains Absolutely Not.</p> <p><u>Thank you ☺</u></p>		4/29/2015
<p><u>I support ONE Wasatch and over-the-snow connectivity.</u></p>		4/29/2015
<p><u>I support ONE Wasatch and over-the-snow connectivity.</u></p>		4/29/2015
<p>I support ONE Wasatch and over the snow connectivity, as well as improved transportation to/from Utah's ski resorts. These measures will improve the quality of the experience we offer in our ski product and as a result, the economy.</p> <p>Thank you. ☺</p>		4/29/2015
<p>No extra bus lanes or trains up LLC. Provide more parking so we can take a bus. Provide incentives to ride the bus or ride share by charging a toll or parking fee for vehicles with fewer than 3 occupants. Don't spend so much money to support only one segment of the economy, especially a segment that pays so little to its employees.</p> <p>It's impractical for our family with all their gear, snacks, and lunch to take the train or bus to go skiing.</p>		4/29/2015
<p><u>I support improved transportation to/from Utah's ski resorts it would make my trips from NYC to Utah so much more efficient and fun!</u></p>		4/29/2015
<p>please, more backcountry access from resorts and less chairlifts. focus on the future which is human powered mountain travel.</p> <p>day and night uphill access on resorts is needed. charge \$ for it.</p>		4/29/2015
<p>I think a train is a safe and efficient way to carry people, gear, and supplies up and down the canyon. I think it would put out less emissions than busses and cars. I think that is would be a safe mode of transport and even create less risk for those driving the canyon. I think it would make for less traffic and that is always a plus. I think that many people would be thrilled to hear of a train and I know it would be very popular for locals and tourists alike. Just think, you could come all the way up to snowbird on the train from the airport!! I think that of all, the train is the most effective and eco smart solution to the transportation issues in the canyon. I hope that this counts for something because in all big cottonwood canyon is a dangerous canyon to drive. We don't need the emissions in our city, the pollution is bad enough. To build a train coming up the canyon would be so amazing! Eventually it might even be possible to connect the train all the way to Park City!</p> <p>Thank you!</p>		4/29/2015

Can u comment 5/1 or is 5/1 when u stop taking comments on the Blueprint? It's not explicit enough on your website.		4/29/2015
I support One Wasatch and everything it includes. Thank you!		4/29/2015
I want One Wasatch!!! I fully support it.		4/29/2015
I SUPPORT ONE WASATCH!!!		4/29/2015
I think a train is a safe and efficient way to carry people, gear, and supplies up and down the canyon. I think it would put out less emissions than busses and cars. I think that is would be a safe mode of transport and even create less risk for those driving the canyon. I think it would make for less traffic and that is always a plus. I think that many people would be thrilled to hear of a train and I know it would be very popular for locals and tourists alike. Just think, you could come all the way up to snowbird on the train from the airport!!! I think that of all, the train is the most effective and eco smart solution to the transportation issues in the canyon. I hope that this counts for something because in all big cottonwood canyon is a dangerous canyon to drive. We don't need the emissions in our city, the pollution is bad enough. To build a train coming up the canyon would be so amazing! Eventually it might even be possible to connect the train all the way to Park City! ☺		4/29/2015
Hello, I'm in favor of preserving Grizzly Gulch, Silver Fork, and all areas that are currently open to touring for backcountry touring. This SL Tribune article sums up my feeling on this subject quite well: <a href="http://www.sltrib.com/opinion/2446902-155/op-ed-before-expanding-ski-resorts-we">http://www.sltrib.com/opinion/2446902-155/op-ed-before-expanding-ski-resorts-we</a> The proximity to short and easy backcountry touring is one of the main reason we put our kids in Alta Ski Area kids programs and purchase season's passes at Alta. Without the options to backcountry ski in Grizzly Gulch and the areas between Brighton, Solitude and Alta, we'd be tempted to ski elsewhere. Thank you,		4/29/2015
I support the One Wasatch concept.		4/29/2015
I support One Wasatch in its endeavor to connect ski resorts and improve transportation between the ski resorts we have here in Utah.		4/29/2015
I am most familiar with the traffic problems associated with Little Cottonwood Canyon. I have converted to being an avid bus rider in the winter because there are numerous options available, but have to travel by car in the spring/summer/fall seasons when the ski bus is not running. Little Cottonwood is a narrow canyon with limited space. We have thousands of visitors to our beautiful recreational areas which could be enhanced and protected by a more comprehensive transit system. Personally I favor a train which takes up little actual space but can transport many people up and down the canyon. If it could also connect to the Brighton and Park City areas that would be a bonus for all concerned. The activity and amount of vehicles in the canyons will increase, we can either be pro active in promoting non-automobile traffic while providing a great and fun travel experience for visitors, or we can just keep complaining about the traffic, and the roads, and the number of people, and watch our beautiful mountain experience and environment gradually erode. I am in favor of a clean, environmentally friendly solution where people and nature can work together to provide access for the increasing number of people who want to be able to enjoy our mountain lifestyle for both winter and summer sports and sightseeing.		4/29/2015
It seems Mountain Accord Blueprint is only interested in widening the Road up Little Cottonwood Canyon or putting a Train up it. This is theft of land that belongs to the people. People use the lower Canyon and both these plans will destroy the Canyon!		4/29/2015
I definitely support one Wasatch and over the snow connectivity in Utah. It will make me that much more likely to go to Utah ski and will no doubt boost the economy. I cannot wait to see ONE Wasatch in action and to bring everyone I know!		4/29/2015
As Vice President of Wasatch Equality and speaking on behalf of the organization, we are disappointed in Mountain Accord's plans. How can this process that is supposed to decide the future of the Wasatch not take into account the snowboarding community? Snowboarders are an important part of the local community (as well as the tourist industry) that are severely affected by these plans! Snowboarders comprise approximately 40% of the snow-sliding population, and an even higher percentage of families or groups of skiers have a snowboarder among them. Currently, there are only three ski resorts in the world that do not allow snowboarding, and two of those are in the Wasatch. The Mountain Accord plans should seek to ensure that public use of the Wasatch is inclusive rather than exclusive. Under the proposed blueprint (which states that Alta's proposed expansion into Grizzly Gulch is "under consideration"), the Central Wasatch would have less terrain open for snowboarding in the future if Alta expands. Who would have thought that snowboarding terrain in the Wasatch could become more limited than it is today? Under these plans, the Wasatch would become even more exclusive than it currently is. How can the long-term plans for the future of the Wasatch disenfranchise such a large percentage of the snow-sliding public? Why would local families or businesses that contain snowboarders want to have their taxes pay for a transportation system that excludes them? Do we really want to let Alta expand into even more terrain and build a transportation network that services Alta's exclusionary policies? We feel like the 85% of National Forest land that Alta operates on is more than enough, and anything more is a land grab! Has Mountain Accord even considered that with Alta's expansion that the areas like Silver Fork Bowl, Wolverine Cirque, and Twin Lakes Pass could become by default skier-only sidecountry and backcountry? How will snowboarders access this terrain if the surrounding lift access is skier-only? How can you say this is a good plan for the future of the Wasatch? Also, please note that during this low-snow year, accessible terrain with adequate snow in upper Little Cottonwood Canyon was limited much of the year to the north-facing terrain already occupied by ski resorts and in Grizzly Gulch. So, if Alta is allowed to expand, the only place to backcountry snowboard and ski during low-snow years will no longer exist. Please take into account how Alta's proposed plans affect the snowboard community. ☺		4/29/2015
It is a really bad idea to ruin the earth and our future by building lift connections between resorts. It will hurt the animals, our air quality, it will make it so there's not much powder to ride. Please don't do it.		4/29/2015
I support ONE Wasatch and over-the-snow connectivity. I love skiing Utah and I would love to be able to ski with friends of all skill levels and enjoy all the terrain ONE wasatch has to offer! Thanks for your time,		4/29/2015
As a resident, and business owner, of Summit County I want to express my sincere dissatisfaction with the Mountain Accord. I urge Summit County to NOT invest any more money in the process. I've been following the Mountain Accord with great interest for some time. Conceptually, I admire the idea. However, the execution and inherent bias from stakeholders leaves me feeling that Mountain Accord is not in the best interest of Park City and Summit County.  1) Mountain Accord seems focused on prioritizing Wasatch Front issues and solutions, while asking for Summit County to pay for it. 2) The proposed solutions seem far too expensive and impractical to offer real value. For example, a multi billion dollar tunnel through the Wasatch mountains is a ludicrous pie in the sky idea. 3) Mountain Accord favors a strategy that effectively prevents and blocks One Wasatch. One Wasatch is of course favored by Ski Utah and is seen as a potentially significant boost for tourism, while also addressing movement across the Wasatch in a privately funded, minimally impactful manner.  I urge Summit County to no longer support Mountain Accord and stop wasting tax payer money on the process. Thank you in advance and please don't hesitate to contact me for any reason. ☺		4/29/2015
After reading the articles in today's Park Record, I'm convinced that it is important for Summit County leaders, as well as similar representatives from Park City, to remain an active part of the Mountain Accord planning process. All of the issues (environment, transportation, recreation, and the economy) included in this grand planning vision for future growth and development in the central Wasatch Mountains are related and relevant to the future of Summit Co. In my opinion, we, as citizens of this beautiful part of our country, should be placing the emphasis in future planning efforts on the environment and how to keep it healthy. Without clean air and water as a strong foundation future issues in transportation, recreation, and the economy will most certainly fall by the wayside. Please hang in there and keep Summit County involved. It will be worth the investment of the required finances, time, and energy.		4/29/2015
Hello, I am a Wasatch front resident (12 years) and I have experienced some of the highs and lows of snow totals, storm totals and skier totals. I love skiing, but haven't ventured up to the resorts for all but a couple of days for the past two years. Priorities and money are my two incentives to stay away. The Mountain Accord will cement the deal for me... I think the Mountain Accord is absolute bullsh\$. If you want to ski five resorts in the same day, why not just sit in a car in traffic up LCC on a powder day? I know that growth is inevitable along the Wasatch front, however managing that growth with more ski lifts, and a \$150.00 and increasing lift ticket is, in my opinion, making the sport of skiing even more inaccessible to the folks who live in this state. ***How would connectivity help the economy? More money...I suggest improving ski area access with train service so folks can actually get to the resorts on a day when skier numbers are high - and the resorts / infrastructure can make more money. ***How is connectivity fun? Sitting on a lift, then another lift, then another lift, to get to another resort. Go to France if you want Le Trois Valle. Come to Utah if you want fantastic snow and diverse ski options. ***Compete with what other region? Europe? Europe is Europe, Utah is Utah. I agree with Nato on the transportation front. There are significant improvements that need to be made before we can sustain higher numbers of skiers. Maybe that is how we need to be competing with other regions in the way of skier access. With fast trains, we could say to Colorado - "look at your I-70 junk show, we have a clean fast electric train" - right now everyone is in the same boat "powder day in the LCC parking lot, BCC is the same story" Thanks, and happy summer.		4/29/2015

I support ONE Wasatch and over-the-snow connectivity. Dear Committee, The Central Wasatch Mountains are an irreplaceable resource. The watershed is critical to the health of the Wasatch Front population and the Great Salt Lake. Any plans for development of this resource must be carefully and completely evaluated and considered. The Mountain Accord is a perfect place for this process to happen. In reviewing the System Group documents, I concur with the Environmental Groups analysis and support this being the primary driver. The Economic, Recreation and Transportation groups can only be successful if the resource is protected. Growth and development at the expense of the environment is short-sighted and will ultimately be counterproductive. I am opposed to a train going up the Cottonwood Canyons. It makes no sense at all in the narrow canyons. It will be vulnerable to avalanches, mud slides and rock and will degrade the hiking and skiing experiences. Energy efficient buses are much better. Resort skiing may have significant changes in store as we experience climate change. Expansion of the resorts is not a priority. These places are primarily public lands and should remain so. Extra fees and gates will remove an important recreational opportunity for families of limited means. I grew up picnicking at Storm Mountain. I have great memories of breakfasts there. Let's not lose site of the goal for economic gains for a few people. Thanks, PS. The comment form on your web page doesn't work. It says it cannot find the page when you hit the submit button. I hope others haven't had the same trouble being heard as I have.		4/29/2015 4/29/2015
I support ski area connectivity and think it would help Utah's economy only if it helps to reduce canyon traffic congestion. I like the tunnel idea to minimize impact on backcountry environment. I would like to voice my enthusiastic approval for the One Wasatch project. I have been skiing in the Wasatch resorts for the past 59 years and have been hearing rumors of such a plan for over 40 years. I have always dreamed of an over-the-snow connection between the resorts. It will create a European style ski experience that no one else on the North American continent can duplicate. I think it will be a home run for the Utah Ski Industry and a fabulous Marketing coup. It will enhance the ski experience, create jobs, and add measurably to the economy of Utah. <u>Leave my whole-hearted support to the One Wasatch effort. Dick Marriott</u>		4/29/2015 4/29/2015
Dear Mountain Accord committee: First, I support the process of mountain accord. It is a great leap of faith for me to think that good can come of this, but we are at a critical point and I hope we can move forward and protect our beautiful Wasatch Mountains. On transportation: I support mass transit from SLC to Park City I support East side bus service to connect to the canyons I support rapid bus service in the Cottonwood Canyons I do not support trains or tunnels as this does not solve the problems faced 4 season and multiple uses. I do support a single lane road widening. On Land trades: I support acquiring land held by the ski areas and other private property owners within the tri canyon area but I think land acquisition needs to be done carefully. I do not support any ski area expansion to ridge lines, and base area need to be carefully considered to not allow expansion of lift accessed skier access into new terrain. We need to make certain all values are considered and that land values are not inflated. The ski area industry is not growing, backcountry skiing is. Environment: watershed is of utmost importance. Not enough value can be placed on the quality of the experience. Overcrowding detracts from the experience, having areas built to handle more people can help other areas have less visitation. More research needs to be done identifying wildlife corridors before decisions can be made. Economics: ski areas and the money they bring in are a small part of our overall economy. Many people live and work here because of varied recreational experiences in the Wasatch mountains, and they contribute greatly to our economy, other travel here and hold conventions here because of the varied opportunities in the Wasatch mountains. Preserve the uniqueness of the Wasatch, this is what will help our economy. We need to identify properties that should be preserved, match them with a land conservancy organization and preserve into perpetuity. The preservation of land should not be tied to transportation, each should move forward independently. I believe the best way to preserve the Wasatch would use several entities including a National Monument designation, some Wilderness and some as Conservation Easements. Thank you for your time,		4/29/2015
No to trax little cotton wood canyon I believe that what is valuable and unique about the central Wasatch Cottonwood Canyons is that they contain ski areas in an essentially wilderness environment. There is a carrying capacity to the Cottonwood Canyons, mostly in terms of automobile travel traffic and areas given over to parking. I think the proposals that would increase development beyond current ski area base facilities should be avoided to preserve watershed protection and the long term value of the Cottonwood Canyons. Resort development can be accommodated in the Park City area as our ski Utah marketing efforts and preservation and conservation of the Cottonwood Canyons should be the overarching priorities for them. Transportation improvements should aim to reduce auto use by a program of incentives for public transit and disincentives for auto use in the Cottonwood Canyons and not as development inducing infrastructure. A dedicated lane shuttle system would serve our needs better than a billion dollar train system that would encourage additional development in the Cottonwoods. Thank you for undertaking this critical planning effort.		4/29/2015 4/29/2015
I support and love ONE Wasatch...just wish Sundance could get in on the mix. Hi - I support ONE Wasatch and over-the-snow connectivity because improved transportation would make my trip to the ski areas faster. <u>We do not need extra lanes or trains in cotton wood. Ski resorts are a private enterprise and should not be funded with public monies.</u>		4/29/2015 4/29/2015 4/30/2015
I do not support the interconnect of the cottonwoods and PC. I think the only viable transportation alternative is a better bus system and that system would need to support transport to dispersed use in the canyons and not just to the high traffic nodes. I want to see Grizzly Gulch included in the public/private land transfer.		4/30/2015
I support One wasatch for over the snow connectivity. I also think it will draw more guests to ski Utah. I support ONE Wasatch and over-the-snow connectivity. The resorts have an economical proposition for interconnectivity that does not depend on ONE DIME of taxpayer funding that is ready to go immediately. I am not in favor of committing BILLIONS of dollars of taxpayers funds for a light rail system when limiting parking and more frequent shuttle buses will work just as well - at much less cost. The Mountain Accord seems to be much more about political control and feeding BIG dollars to valley construction firms than anything else.		4/30/2015 4/30/2015
Dear Sirs I am a huge supporter of the ONE Wasatch project and generally improved connectivity between the various resorts in the Central Wasatch area. Such connectivity would emulate some of the great ski areas in Europe and create a huge competitive advantage over other North American ski areas as well as providing increased attraction for UK & European ski customers who tend to spend 1-2 weeks at a time on ski vacations. In Europe, despite such connectivity, individual resorts have managed to maintained their individual characteristics and attractions and the revenue sharing models must be highly developed No extra bus lanes or trains up LCC. Provide more parking so we can take a bus. Provide incentives to ride the bus or ride share by charging a toll or parking fee for vehicles with fewer than 3 occupants. Don't spend so much money to support only one segment of the economy, especially a segment that pays so little to its employees. <u>It's impractical for our family with all their gear, snacks, and lunch to take the train or bus to go skiing. ☹️</u>		4/30/2015 4/30/2015
Attached you will find the Salt Lake Chamber's official comment on the Mountain Accord Blueprint. Lane and I want to commend and thank each of you for your work in making this process a success. We also extend our sincere appreciation for Laynee, the project team and the management committee along with the hundreds of participants that have taken part in the progress thus far. Together your work to ensure that the Central Wasatch remain an asset for generations to come is extraordinary. This process has provided a needed forum for <u>long-term decisions and is an example of what make's Utah great: our ability to collaborate and compromise for the greater good.</u> Please register my vote of support for connecting the Wasatch ski resorts with ski lifts. thank you		4/30/2015
My name is Christopher Kautz. I am an active front-country and backcountry skier in the Wasatch. The ski areas are great. I do not need them to be larger or interconnected. Rather, I support a plan to deal proactively with traffic congestion and population growth in the valley and the Wasatch as a whole. Backcountry skiers are particularly interested in these issues because they negatively impact the backcountry experience. It is time to keep enough of the Wasatch wild so that the developed parts of it don't feel like a theme park! Regards,		4/30/2015
I support ONE Wasatch and over-the-snow connectivity. I support the official comment provided Wasatch Backcountry Alliance Certainly support the initiative and believe that the connectivity will be fantastic for Utah Skiing! For the love of god, No!		4/30/2015 4/30/2015 4/30/2015 4/30/2015
Please stop the development. We do not need a train or bus or plane or anything else. If you are going to use buses, which to me is the most logical way to go, but only if your going to make them free and close the canyons to auto traffic. I think this is the only solution and it should only be at peak tourist time, ie. Christmas, President Day Week and Spring Breaks and the buses should run every 10 min. Think about how Park City handled the Olympics before. No problems. I wish we could handle Sundance that well. Stop veiling the issue.		4/30/2015
Dear Sir or Madam, We are residents of Deer Valley and we are STRONG supporters of the One Wasatch concept. The linking of all the resorts would create a magnificent ski area and reduce pollution by discouraging long car journeys between resorts. Many skiers come to the area and choose to ski a different area each day, but this way they can ski to the different resorts rather than drive. It would be a world beater. We hope this goes ahead!		4/30/2015

Hi, I support ONE Wasatch and over-the-snow connectivity. Best,		4/30/2015
Open Big Cottonwood Canyon to Park City via Guardsman Pass year-round and realize the benefits of that road being used in both directions during peak traffic periods. Park City Municipal's provincialism should not affect this. This is the low cost/high benefit solution.		4/30/2015
It is my belief that the future of the central Wasatch needs to be one of balance for its many users. We have fine winter resorts as well as three beautiful wilderness areas. We have places for mountain-biking, hiking, camping, rock-climbing, ATV riding, and both backcountry and downhill skiing. This is a good balance considering how many people visit the Wasatch each year. I believe that the One Wasatch proposition is not in favour of this balance. Resorts need not be constantly expanding, and indeed cannot; the central Wasatch is a small area and indefinite expansion can only go so far before there is no more land to take. It must stop eventually, and I think the right time for that is now, while there are still places to go for everybody who loves the Wasatch.		4/30/2015
Hello, I am writing to let you know that I do not support the Mountain Accord proposal. There are too many unknowns and items that are not nailed down and I don't feel comfortable with it. Kind regards,		4/30/2015
I support connectivity of ski areas. America needs to learn from Europe! <u>And be even better!</u>		4/30/2015
<u>Improve transportation to Utah ski resorts, especially Lite Cottonwood Canyon</u>		4/30/2015
As I've pondered it the last few months, I've come to several conclusions: a) The wasatch is incredibly small, and incredibly beautiful b) Too much of it already is commercialized or private property		4/30/2015
I think that the land swaps need to be finalized for anything to be on the table. Unless all of Superior->Wolverine is protected from development, it is a bad plan. I think that anything other than minor base improvements to the ski areas should be prevented. <del>I think that we should look into dedicated bus lanes rather than use ICC further with a train.</del>		4/30/2015
<u>I support connecting the ski resorts. It would make our area much more attractive and profitable.</u>		4/30/2015
As a full time Utah resort skier - 8 years full time - well over a 1000 days, it would add variety to my skiing to decide where I was going to go to and then how I would return. I have had the Ski Utah pass three of the years, Snowbird-Alta pass two of the years, this year the Big Cottonwood pass, and an AltaBird pass. I have skied all 14 areas in Utah, and 10 of them in two of my Ski Utah pass days. I live at the mouth of Big Cottonwood Canyon. When I tell Easterners I ski Utah - they say - oh, Park City.. I say, yes but 6 other world class places within 30 minutes of my house, too.		4/30/2015
<del>Make ONE Wasatch become reality</del> I support resort connectivity and ONE Wasatch. Having skied extensively in Europe, I know that we can model the best of what their connected resorts have achieved. Connecting our Wasatch resorts would simplify access to their present footprints and responsibly open new terrain between them. <u>It would be a boon to the economy and would elevate the Wasatch experience for locals and visitors alike.</u>		4/30/2015
I have been a Utah resident for over two years, having recently moved here from Germany. I am an active duty Army officer who plans to remain in this beautiful state for the remainder of my career. One of the primary reasons for my and my family's decision to take the position here in Utah was the access to the outdoors. For such a large urban area to have wilderness so close, it is truly amazing. I live in Sandy and take my children hiking, backcountry skiing, and climbing on a regular basis. We enjoy long approaches and finding places where there are no crowds. I would like to see the Wasatch stay as it is...please don't allow the resorts to interconnect anymore than they already are. Please keep portions of the Wasatch wild so my children and their children will be able to explore and enjoy the backcountry for years to come. Thanks so much!		4/30/2015
Because im on my iPhone it will be brief: 1. Dont allow redirecting of ski lifts in silver, twin lakes, catherines, albin, or any other location. 2. Do not allow the building of new lifts, roads or tunnels except possibly avalanche proof roads, and the possibility of a train or tunnel as long as: A. It does require the use of forest service of open space land B. The big companies pay the majority or all of the bill. (If they pay the bill, then they deserve the profit for a certain amount of time, but not the fare regulations). The people of SLC have little or no use for a train. C. The train is required to stop at all the BC trail and summer trail access points. 3. Look further into the land swap with snowbird for adding structure at the bottom of the canyon.		4/30/2015
I am writing in support of the preservation of our precious backcountry skiing/riding areas in the Wasatch Range. I am in opposition to future connections between any of the canyons and ski resorts in the Wasatch Range. I have seen the backcountry use skyrocket over the years in this area as powder and serenity are a precious resource. I do not want to see what we have left get swallowed up by ski resorts and developers that threaten our resources and our access. I believe that our quality of life and open access to what is left of our backcountry terrain is more important than lining the pockets of wealthy investors.		4/30/2015
<u>Please don't let it become developed and ruin what makes it special. Protect the backcountry please!</u>		4/30/2015
The mountain rail systems are by far the best alternative. I have visited the Wasatch area for over 40 years. A system that is less impacted by weather is needed. Access is needed during weather events, so the Wasatch environment can be shared easily, rather than current methods. My support would be for a sophisticated light rail system or even commuter rail if possible. I also think some type of unique storage facilities could be available at these rail stations for ski or snowboard gear would be a way to reduce carry on baggage at these rail systems. Since many locals tend to frequent the same areas based on their ski passes and habits. This would off load the carry on problem and be a source of revenue for the system.		4/30/2015
I would like to go on record as supporting the Mountain Accord, and it's ongoing intent. While many are going to argue over the 4 different models proposed to improve the traffic problems we are seeing now, and get ahead of the future traffic snarls; the focus should remain on the fact that the Mountain Accord wants to "IMPROVE TRAFFIC". Growing up in Southern California, I have witnessed first hand the tremendous growth they went through in the 70's, 80' and 90's. I heard all the slow growth people (believing the "world is coming to an end" mantra supplied by that side) repeat how awful the environment is going to get, traffic is going to be a complete standstill, and their beautiful world is going to be destroyed by all the evil developers. The reality was much different. There are bad spots concerning traffic (at rush hours) still, but by and large, the traffic moves much smoother by multiples, today than back then. I had the opportunity to fly into LAX last weekend, and the air quality is wonderful! California instituted reforms/controls that Utah still insists not to; that could mitigate the inversions and summer smog. Developers did develop land, but did so in a responsible manner and the landscaping in Southern California neighborhoods is to be admired by the other 49 states (I know as I used to travel to all 50 states for 20 years) In conclusion, I want something to be accomplished by the Mountain Accord. I am actually one of those "Crazed" right wingers that thinks linking light rail between all three Wasatch Canyons, increasing bus hubs/routes is an amazing and progressive idea. It would be a World Class Destination Town bringing new visitor dollars to all who live and work here. Yes, our little ski town will be changed once again, but You Cannot Go Back.... I just wish some of the long time Parkites could understand that. If you did a mind shift and watched responsible growth implemented with progressive plans to ward off too much traffic; this little town could be envied by the entire world!!! Our Salt lake airport is thinking ahead by a decade or more. As we know they are completely rebuilding the airport to handle growth, traffic in and out; for the next 20-30 years of growth. Park City should follow their lead!		4/30/2015
Transportation is a major problem. Some days I decide to not go skiing because of the lack of parking and traffic. Please connect the resorts. This will reduce traffic. All the people from Park City can just ski to Alta instead of clogging up the road ways and taking up a parking spot with their empty spot at their condo in park city. This will be the coolest place on earth to ski. Let's do it! <u>A couple lifts will not make Utah a place that people won't want to visit hike and camp. The most popular campsite is right under the lift at Alta</u>		4/30/2015
As a ski area employee for many years, I have wondered how future development of the Cottonwoods would benefit the industry. It is imperative that a transportation solution be reached that will improve the quality of guest and employee experience. I hope that a plan can be implemented that incorporates an economic and environmental sustainable option. Development should be thoughtful and deliberate, but it should not come at the expense of timelines. I feel an analysis paralysis will derail the process and no change will take place. The models used by countries in Europe can have an application here in the US and input from civil planners from foreign agencies should be solicited.		4/30/2015

<p>I use the Wasatch range almost daily for trail running, hiking, biking, climbing, and animal/environmental observing. The mountains which I grew up in are a huge reason I graduated in Zoology. I love going into the mountains to watch ecology happen. Disrupting the fragile mountain ecosystem is something that cannot be done. Keep the mountain range what it is and let it evolve so that our kids and our kids kids can enjoy the range for what we remember it to be from when we were young.</p> <p>I plan on having my children grow up in those mountains like I did. I want them to have an appreciation for the world around them which is something that is learned only by being surrounded by the wilderness, the Wasatch range.</p>		4/30/2015
<p><u>Please don't turn these mountains into an amusement park.</u>          Having looked over the big plan my thoughts are:          1. Improve mass transit in the Salt Lake valley with TRAX and improved bus lines, include Park City and Heber in the improved transportation scheme.          2. In Big and Little Cottonwood Canyons use busses to shuttle day user and workers. Home owners could have a pass to use their vehicles.          3. Do not connect the canyons! Bigger isn't always better.          4. Keep all land and water protection proposals.          5. If overuse becomes a problem in the canyons, limit how many people are allowed on any given day. Access is a privilege not a right when the destruction of our land is a possibility.</p>		4/30/2015 4/30/2015
<p><u>Thanks for revisiting this comment.</u>          I believe if you make any further connections between the Cottonwood Canyons and the Wasatch Back you will ruin our environment and destroy wild life habitat.          Ten years ago I left Sandy and moved to Park City for clean air and the laid back lifestyle.          If you feel strongly about developing more recreational area look west to mountains between the SLC valley and Tooele.</p>		4/30/2015
<p><u>NO TO A TUNNEL AND OR TRAIN. Walking shoes yes.</u>          Thanks for allowing input. I am a daily skier at Brighton and Solitude. I have also skied Alta and Snowbird. I feel these two Canyons are quite different and so are the ski resorts in them. People who want to ski their particular resort can go up the canyon they prefer. There is no need in my opinion, for a tunnel or gondola to connect say Brighton with Alta.</p>		4/30/2015
<p><u>A good bus system should be adequate for future transportation in the Canyons, not a train or rail.</u>          Thank you for letting me comment. I am a new resident to Utah, I live in East Millcreek. I scanned most of the documents I could find. Please excuse my ignorance, if I missed one of the topics.</p> <ul style="list-style-type: none"> <li>• I did not see a definition of resident? Who do you serve? Is a resident someone who resides in the mountain community? county? surrounding counties? state? Does the plan address all populations of people; defined as residents of all social and economic strata?</li> <li>• I did not see the funding source of the "Annual Public investment" ? Does the funding plan expect city dwellers to pay for the lifestyle of mountain dwellers?</li> <li>• Winter activities, It's great to have revenue from ski tourism, but not at the expense of residents. Lift ticket pricing at Vail resorts is a premium, which will reduce usage from locals.</li> <li>• The "vision" for Winter usage is great. I like proposals for the ski terrain and transportation. Hopefully mass transit fares are not too much to the mountains.</li> <li>• I know your goal is to reduce traffic, air pollution, however my recent visits to Park City area and surrounding parks, I spent a lot of time looking for a parking space, several days I never found one and just kept driving. The documents use the term: "increase surface area" for parking. I would like to see in hot spots, parking garages. If they don't jive with the character of the locale / neighborhood, hide them, locate the parking garage underground.</li> <li>• Bathrooms, bathrooms, you can never have enough.</li> <li>• All bicycle routes should have proper signage for cyclist. Paved bicycle routes should not decay. Requires annual maintenance.</li> <li>• Does improved watershed mean additional storage if possible? Did not see discussion of water sport usage.</li> <li>• Can you work with the business community to increase cell phone coverage in dark areas? Provide more cell phone towers.</li> <li>• Did not see discussion of camping. What impact on campers?</li> </ul>		4/30/2015
<p>Please count me among hundreds, even thousands of Easterners who deplore the commercialization of the wilderness we value – and who, because we live so far away and visit only once or twice a year, comprise the silent majority. Probably, like me, the silent skiers and hikers in the East have immediate local concerns that grab their attention. When you hear from one of us, our input should count double.</p> <p>Please block plans to link these major resorts. Especially Little Cottonwood Canyon is too narrow to be 'scaled up.' Traffic cannot be managed – and plans for mass transit are so expensive they are unlikely to be realized. Since the 1980s I have skied Alta Snowbird. If plans to link these areas to Park City etc. go forward, I will transfer my loyalty to Big Sky.</p>		4/30/2015
<p><u>May Save our Canyons prevail against business interests.</u>  <u>Like I said we should use this as leverage to get the locals so they are working from home more (think about the big picture) Job creation, transportation etc. @</u></p> <p>There are plenty of lifts and roads encroaching on what's left of the wilderness in the heart of the Wasatch. The wild bits that remain have irreplaceable value that must be preserved. The resorts currently occupy most of the convenient and accessible high elevation north facing terrain in the central Wasatch. Areas like grizzly gulch and silver fork are already heavily used by nonmotorized user groups because there are already so few options for reliable and safe recreation in the winter and quiet backcountry outings in the summer. I've skied in the Wasatch backcountry since 1994 and I ride lifts there sometimes too. There are plenty of lifts but the backcountry has become quite crowded. Backcountry skiing is the fastest segment if growth in the ski industry and UT is justly famous for the BC terrain it offers. I sincerely hope that UT won't destroy the few wild lands that still exist in the central Wasatch. I want my young daughter to be able to enjoy the freedom of the hills. I hope the wild places so many of us love in the central Wasatch still exist when she's old enough to start earning her turns.</p>		4/30/2015 4/30/2015
<p>Please don't ruin the good thing we have going in the wasatch! I'm a back country skier, mtn biker, and rock climber. Having trains and chair lifts all over our wasatch wilderness would degrade what I love about Utah. Park city has plenty of room for tourism and growth. Leave the cottonwoods out of it. Heck, no one can ski the canyons resort in one day. Why connect to Brighton?</p>		4/30/2015
<p><u>Spent 2 seconds thinking about something other than money or expansion. There is more to life than having a huge mega resort to make more and more money.</u></p> <p>In public Mountain Accord meetings, SLC/Sandy/Alta promote a train from Sandy to Park City with massive tunnels through Big and Little Cottonwood Canyon, and massive new public development including a new 158,000 square foot Alta Town Center. Alta's 5 Hotels consume much of the \$1.5 million Alta town budget. Alta Hotel managers sit on the Alta Town Council.</p> <p>The Forest Service collects over a \$1 million a year in ski taxes, and canyon use taxes (camp sites). The ski resorts make a few million as well which is supported by 100's of tons of salt being used in the canyons.</p> <p>The State makes money on canyon use and tourism.          The County makes money on canyon use and tourism.          SLC, Sandy, Alta make money on canyon use and tourism.</p> <p>It seems above public land owners use the canyons for their purposes by writing regulations exclusively for their purposes and regulations to take private property for public recreation without paying just compensation.</p> <p>Regulations purportedly based on public health, welfare, safety are used to take private property for a public purpose without paying just compensation. But the canyon regulations are not science based nor are they based on a rational public health, welfare, or safety position.</p> <p>For decades, the public has been told the canyons are so fragile and delicate that one more cabin would tip the canyon into watershed chaos, yet now we hear a train tunnel protects the watershed and is good for water storage.</p> <p>It seems the 20% private canyon stake holder has been left out of the Mountain Accord process.</p> <p>What happened to the private property committee for 40 square miles (25,600 acres) of private land impacted by Mountain Accord?</p> <p>The talking point seems to be unlimited, massive public development protects the watershed, but a private cabin would damage the watershed.</p> <p>Can we get consistent, transparent, and collaborative talking points. Private land owners are currently being sued by parties on mountain accord over watershed protection of a few acres.</p> <p>Those parties promoting collaboration won't meet and actually sue parties seeking to collaborate.</p> <p>Would it be possible for the meetings to be recorded and posted on the website for future review and public consideration.</p> <p>Thank you for your public service on behalf of Mountain Accord,  <u>Private Canyon Land Owner - Big and Little Cottonwood Canyon</u></p>		4/30/2015
<p>I know that I am late in coming to learn about Mountain Accord, but I wish to register a comment before May 1. In spite of the negative letter to the editor in today's Tribune, your M A blueprint seems to be wanting to protect the watershed and wildlife of our area. I am always impressed by the character and work of the people who are supporting Mountain Accord, Peter Corroon and Skip Silloway and others I have met.</p> <p><u>Please count me in support of Mountain Accord!</u></p>		4/30/2015

<p>Connecting all areas via lifts should be the number 1 priority:  its easy  its good for business  its good for skiers  It doesn't impact those who want out of bounds  It will have minimal impact on environment  Alta/Snowbird already connected; Brighton/Solitude already connected; Canyons/PC will be connected; DV to PC/Canyons only requires dropping the rope  It will reduce and or balance traffic, especially up the Cottonwoods  It could be used all year round.</p>		4/30/2015
<p><u>Keep the Wasatch wild. I agree with the positions taken by the Alliance.</u>  The massive degradation that you propose by installing trains up both big and little Cottonwood canyon is reprehensible. Here is a list of reasons why that is a hugely bad idea:  1. Cost. Putting in trains will be billions of tax payers monies that only benefit contractors and ski resorts  2. Noise. The canyons are a place of "PEACE and QUIET".... or haven't you heard. Trains typically give off 110 to 120 decibels of noise... yea, great idea to preserve the peacefulness of the canyons. So never again will the canyons be a place where you can feel the nature, but you will forever hear the trains.... chug, chug, toot toot....  3. Will not achieve the necessary effect. Waiting for trains somewhere in Salt Lake valley, numerous stops and the same coming back would defeat almost all persons wanting to ski, as most of their day would be lost in riding the trains.  4. Massive destruction of the canyon for construction. Just how many trees, sides of hills and massive disruption to access for the years of construction would be needed. I bet you don't even have a clue.  Tunnels! What are you thinking.... even more construction (benefit to contractors and ski resorts), and even more massive expense! Shame on you.  More busses. Really, come on. Most of the time when I'm in the canyons, the busses have a very, very small ridership. Only early in the morning, and when the lifts close, do I see anything close to a reasonable number of people on the busses. But again; load up your car, drive your car, pollute SLC, park at a bus stop, unload your skis and into the buss, wait for a bus, ride bus to ski resort, arrive after several stops, then reverse the same process at day's end and typically spend 2 to 3 hours, where you can drive in less than 30 minutes. You must think people value their times at zero, and would rather be on a bus of sweaty skiers at the end of the day than home in 30 minutes. This is only a ploy by UTA to expand its evil reach. Did you know the head of UTA now makes \$511,000 per year! More than the president of the United States, Ralph Becker only makes \$157,000 per year. Please stop listening to the UTA, they are part of the problem!  Suggestion. Do what has worked so well in Millcreek. Add a toll station, charge 2-5 bucks to use the canyon. This will encourage multiple ridership, raise revenue, and decrease the traffic. KISS.... Keep It Simple Stupid.  Stop the crazy support of Vail, and Snowbird. Stop acting like you work for the ski resorts and the big contractors. Start acting like you actually have hiked to Red Pine lake, Maybird Gulch, Catherine's Pass and have sat on Twin Peaks (both of them).  Please listen to common sense, take a hike, sit by a lake and ask if a noisy expensive train, a parade of busses and tunnel has anything about preserving the canyons.... let alone the astronomical waste of taxpayer's money.</p>		4/30/2015 4/30/2015
<p>I will make my comments brief. I am an avid believer that the health of the people depends greatly on the health of the land, which is why I am greatly in favor of minimal to no new development in our natural landscapes, such as the beautiful mountains of Utah. The very thing that makes the mountains and landscapes so wonderful is their natural beauty, what they are untouched. That withers away with every new development. The priority should be in protecting what they are, preserving what they are, maintaining health and integrity of the lands, <u>and furthermore, the wildlife that inhabit them. This should be the number one priority.</u></p>		4/30/2015
<p>With tomorrows deadline for public comments, regarding the Mountain Accord, I offer the following personal opinion:  -Resist &amp; deny further canyon development....the loss of view corridors, pristine ridge lines, natural beauty with the environmental strains would be too much to sustain the asset we now enjoy. I think the resorts should be required to keep further development &amp; upgrading within the current boundaries. No new lifts, towers, access roads! I am very much opposed to swapping public land for private land. The now dead SkiLink issue is a perfect example of back door politics mixing with private special interests for the benefit of a few! Ski industry trends are changing &amp; growth is not increasing but morphing in other ski interests.  -NO to tunneling in either direction from Utah or Summit Counties to existing canyon resorts.....Rather improved public bus transportation &amp; more adequate parking facilities at canyon entrance or hubs throughout the valley  We have long been spoiled in our area where we can hop in a private vehicle &amp; be at the resorts inside of 30 minutes.....convenience for some will have to be balanced for the good of the whole.  -The purity of water is a huge concern. More people &amp; industry put our valuable &amp; needed resource at too big a risk for contamination.  -Real Estate interests carry far too much power &amp; sway in this state. The developers stand to gain much with the general public left to fund much &amp; fix the future problems development is bound to create.  -An existing trail system is in place &amp; should be maintained before further slicing of the assets—is it possible that there need be a limit to the number of daily users to our canyons? There is a finite amount of space, parking, width of trail, facilities, etc. We have seen pristine</p>		4/30/2015
<p><u>Tunnels are a ridiculous idea and self serving for the valley economic interests. These costs far exceed the presumed value. We need viable transportation options not these ill conceived falsely identified illogical alternatives.</u></p>		4/30/2015
<p>We need to reduce vehicle traffic in Park City. I would suggest creating a parking area similar to what e had during the olympics and bus into town OR create a gondola that would move people from these parking areas into PC. Adding a tunnel from the cottonwoods to PC seems counter intuitive given the already congested nature of driving in PC.  A gondola may be the best option to move people to the resorts from designated parking places.  Another option that I have seen used in the UK is "busways" They are used in Cambridge England and may have some applicability.</p>		4/30/2015
<p><del>My mind is racing with this a lot of thought. I hope that special interest groups do not dominate the conversation or solutions to our problems.</del>  Nefarious is a great word, it captures so much. An offense against moral law. In the instance of the Mtn. Accord the "early scoping" avoided or did not require a statement of Need and Purpose. It assumed the need was a transportation problem, and therefore the purpose would be to create a transportation system. From a more holistic perspective the Mtn. Accord should have solicited the various groups for their definition of "need".  We all recognize the population increase occurring in the urbanized area surrounding the Central Wasatch. However, what one does from a planning perspective varies from what one perceives their vested interest is. I believe an accurate and more sustainable statement of need would clearly state, "It is imperative to have a sustainable, functioning watershed, we call the Central Wasatch, and that it be protected to 2050 and beyond."  Protection must include a detailed analysis of what presently exists, and before any development, transportation, recreation and/or economic development be initiated what impact the proposed project would have on the "watershed." Instead, Mtn. Accord seems intent on building a transportation system, facilitating an expansion of the ski resorts and allowing for further development in the Central Wasatch, without knowing what impact it will have. If we adopted a statement of need similar to the one described above, then the statement of purpose could be crafted quite easily provided it answered the need question. If the Legacy Highway debacle taught us anything it was do your "need" analysis first, get agreement and then, before spending millions of dollars (or in the instance of Mtn. Accord, billions of dollars) have an agreed to purpose.</p>		4/30/2015
<p>support ONE Wasatch and over-the-snow connectivity.  Ski area connectivity would help Utah's economy and help Utah compete with other ski regions.</p>		4/30/2015
<p><u>Improved transportation would make my trip to the ski areas safer, faster, and more convenient</u></p>		4/30/2015
<p>This is the greatest idea to hit the Utah ski experience since the invention of the chair lift!!!  I overwhelmingly support the over the mountain connection of the seven ski resorts in the Cottonwood Canyons!!  From an avid skier position there is nothing that could compare to this experience anywhere else in the world. You could literally ski for days and never have to ski the same run twice.  The impact this would have on the economy of Utah would be phenomenal. 18,000 skiable acres would make Utah a skiers world destination! It would make Utah the top destination for skiers all over the world and have an impact on the Utah's economy that is probably hard to imagine and quantify. If there was any hesitation from skiers around the world to come to Utah this would illuminate that hesitation.</p>		4/30/2015
<p><del>I hope I'm able to convey my support for this over the mountain connection in words, readily. I would like to help suggest this in any way I can. Please don't hesitate to contact me if you would like any additional comments.</del>  Having grown up in these beautiful mountains and having enjoyed taking our kids hiking, skiing, snow shoeing, etc etc I'd like to encourage Mtn Accord to be very mindful of not disrupting this beauty by putting in trains, trax or tunnels anywhere in the Central Wasatch. We want to connect TO the mountains, not THRU the mountains!! Help keep our drinking water pristine and wonderful!  How about expanding the bus service tenfold! Zion NP and their shuttle program could serve as a brilliant model and it's right there under our nose! Tons of people, when surveyed recently, were in support of a fee for the canyons as well, similar to Millcreek.  Let's keep the beauty of this area for many, instead of lining the pockets of Corporations.  Thanks for all your efforts in helping all of us remember to celebrate this unique beauty.</p>		4/30/2015
<p>We are in full support of the One Wasatch concept.</p>		4/30/2015
<p>I support ONE wasatch and over the snow connectivity in utah! it would really boost utah's ski economy and make tourism more convenient and accessible. make it happen!</p>		4/30/2015
<p>love,  an avid utah skier</p>		4/30/2015
<p>I support ONE Wasatch and over-the-snow connectivity</p>		4/30/2015

<p>I am a big supporter of One Wasatch Connecting all areas via lifts should be the number 1 priority: its easy its good for business its good for skiers It doesn't really impact those who want out of bounds it will have minimal impact on environment Alta/Snowbird already connected; Brighton/Solitude already connected; Canyons/PC will be connected; DV to PC/Canyons only requires dropping the rope It will reduce and or balance traffic, especially up the Cottonwoods It could be used all year round.</p>		4/30/2015
<p>I am like a lot of people who left Utah for advanced education and came back for the recreational opportunities. Lots of people in my profession make more money than I do because they chose not to return. The loss of money is more than compensated when I make dawn patrol laps before work. 7/10 times those laps are done in Grizzly Gulch. I am never the only one in the parking lot. Any resort expansion invades heavily used backcountry space. And if you think the backcountry is limited to a few weirdos try parking at Mill D or Spruces or Bear Trap or White Pine or Grizzly Gulch after 9 am on any Saturday once the snow flies. Weirdos, I'll grant you but there are lot's of them. I've been backcountry skiing since the early 90's and have watched the explosion. There is no place like the Central Wasatch in the world. Montana, Wyoming and Idaho have more wilderness but lack the public access. The resorts are not hurting. Look at the money they are currently willing to throw around in lawsuits and acquisitions. They don't need an interconnect and more lifts, with a few exceptions, removes an irreplaceable resource. I will add that in looking at prices to take my family of 6 skiing I'm thinking of buying everyone an avalanche beacon. I would support land swaps with resorts in order to permanently protect places like Grizzly Gulch which is the last easily human powered accessible north facing area above 9000 feet left in the Central Wasatch. I know some of it is private land and some of it public. I support property owners rights but if Alta wants to expand there let them give up public Forest Service land on which they currently operate. How about Albion Basin? I would support a lift expansion in Honeycomb Canyon for Solitude providing it does not actually extend the range that inbound skiers are able to go. No opening up Silver Fork to Solitude skiers. In other words the lift will not begin lower than the Honeycomb Return lift thus effectively opening up the East Bowl of Silver Fork and west side of lower Silver Fork to side country access. Look at where the avalanche deaths are increasing and you'll see it's mostly coming from people leaving resorts and getting in trouble. The rail proposal, especially the idea of tunnel, I find dangerously amusing. A proposal to build a really expensive transport system to benefit a couple corporations? I would laugh if I didn't worry it would actually happen. Expand the bus service! Currently to get a bus to Alta without 2 exchanges or driving to the canyons and leaving my car at a the park and rides I have to get my family to the stop at 7:30. No buses currently stop at trailheads. We already have most the infrastructure, let's use it. Interconnect has been a dream for the ski companies for ever. NO! If Park City and Deer Valley want to drop their ropes I say go for it. Sol-Bright and the lift between Alta and Snowbirds Mineral Basin are fine. Hardly anyone uses them. New lifts or gondolas going over ridge lines to connect the canyons is a terrible idea. HATE HATE HATE this idea in any form. OneWasatch, Ski Link, Interconnect or whatever you want to call it, it's a terrible idea.</p>		4/30/2015
<p>This project appears to promote a future for the wasatch that benefits all Utah residents not just the greed of a few already wealthy individuals. I hope I am correct in this assertion because, as you state on your website, this place is unique to the world. I grew up in MD where special interests and development have completely ruined the area. People there don't lead active, healthy lives because they have little to no opportunity to go outside on public lands. As a backcountry skier I am very concerned about your attempt to "incentivize" the public transportation. It sounds like I am going to be punished for wanting to decide when and where I can ski. Also if you remove all private car access to the canyon I am certain that the commute up the canyon will become horrendously slow and inconvenient (like most public transportation in this city). If this is the case I may quit the sport and stop buying equipment from local businesses. I hope my opinions help.</p>		4/30/2015
<p>I am surprised at the lack of information that has been put out to the public about your "public comment period" I live in Utah County and just found out about the AFCanyon vision. It seems that a few are trying to shove this down our throats. Apparently you are all in this together calling each step of your Vision "Project Areas". Your deadline for public comment is tomorrow and most people in Utah County don't even know what you are doing. It states in your Vision that your project area only covers Salt Lake, Wasatch and Summit Counties but it will effect surrounding areas. Since most of the Wasatch Range is US National Forest, why are a few locals with their best interest at hand making decisions that effect PUBLIC lands? This is very disturbing to me. Maybe you should start making more long range plans and include your entire population. We all live here, have to put up with the different seasons and all depend on our precious water source. I think the resorts need to stop being catered to and you should actually</p>		4/30/2015
<p><del>After reviewing the proposal, the overall plan is very well thought out and realistic to the issues concerning the Canyons. As an employee of Snowbird, I appreciate the ideas for improved transportation up Big and Little Cottonwood Canyons. Reviewing the options, there seem to be issues with all the options. But, in a perfect word, The Light Rail seems like a great idea. Hopefully this type of transportation would hold a higher volume of riders than would a bus. Whatever the solution is to the transportation issue, having the ability to hold a high volume of riders with less busses, gondolas, etc. (or whatever mode of transportation) may have a big impact. I have taken the UTA Bus up to work in the mornings and they fill up very quickly. On the mornings where it has snowed significantly; it is not rare to have to miss the intended bus due to it already being full and then wait for the next bus behind it. So, part of me is skeptical of the bus service. People take it already now, but, the capacity is very limited at certain times, when it is in the winter months. So, finding a transportation system that can hold a large amount of people would be key. Some of the options that are listed seem to have a limited capacity.</del> Looking forward to the results of this project. This is exciting for the people who live here are also for the visitors. Having this kind of integrated system between city and outdoor environment will elevate Salt Lake's appeal.</p>		4/30/2015
<p>I am all for, 100% connecting the resorts. I just think there would be more variety in a day, fun ventures our family and friends and less travel time in a car! It's all part of a new type of adventure!</p>		4/30/2015
<p>I attended a meeting in Alta where charts where presented. In talking with the Mayor of Alta and others, there was a major sense of confusion about the future of the Gizly Gulch area. As a major property owner in this area, I believe that further study and clarification needs to take place in this very important area. I would strong oppose a ski lift to the top of Twin Peaks.</p>		4/30/2015
<p>I have been traveling to the Wasatch every year for about 10yrs. Prior to that I went to CO or WY. The most important factor in choosing my destination is backcountry terrain. The access to backcountry terrain in the Wasatch is second to none. My opinion is that you should protect and preserve it. The terrain is fantastic but is already under a lot of pressure. At times this year the backcountry was so tracked out that it looked like a resort. I'm aware that it was a bad snow year, but the backcountry user group is expanding, and reducing the amount of backcountry terrain only compounds the problem. I love visiting UT, but my ski partners (4 of us) have already had thoughts about going somewhere less crowded. Although we visit to backcountry ski, we typically spend at least 2 days resort skiing and maybe more if avalanche conditions are above moderate. That's money that will be spent in WY, British Columbia and other less developed places. Choose wisely...once its gone, its gone for good. Protect what makes UT special, or folks like me will look elsewhere. Thank you for your time.</p>		4/30/2015
<p>NO TUNNELS!! Preserve backcountry skiing areas!</p>		4/30/2015
<p>I agree with the Wasatch Backcountry Alliance's stance. Please do not allow development in our backcountry areas. They are worth more than gold... and the damage will far outweigh the benefits.</p>		4/30/2015
<p>How many train tracks have been laid and then pulled up. We definitely do not need another attempt to link Salt Lake Valley to Park City. This would be an environmental disaster.</p>		4/30/2015

<p>In visiting Alta, summer and winter are precious times. Both residents and visitors enjoy recreation there including just experiencing natural alpine beauty. This beauty consists of the watershed, plus the flora and fauna it supports yet they are all threatened by tunneling through to Big Cottonwood. Such a tunnel would cause huge destruction in both natural beauty viewed and the "natural experience" of all people, native flora and wildlife. Boring a tunnel and constructing a transportation corridor up Little Cottonwood Canyon, in addition to U-210, will disturb huge amounts of soil, and unearth old mining shafts leaching toxic chemicals and minerals into culinary ground water. Earthquakes, such as the one Nepal just experienced are a real danger along the Wasatch. We don't need an EIS to know a train/tunnel would likely be destroyed when we already earthquake faults exist and are will move, geologically speaking.</p> <p>Gone are the days when abundant water was a certainty. Both water quantity and quality are uncertain. Building a large-scale development, be it a transportation network, and/or business development in Alta, is unwise. Potential for decades long mega-droughts suggests planning should NOT devastate the terrain with a large-scale transportation system, nor encourage unrestricted numbers of visit up Little Cottonwood Canyon, or even encourage greater developments which require new and additional water resources. Water which is currently stored primarily in snow pack, and then as it melts, flows down stream beds or percolates through the rocks and soils into underground aquifers and reservoirs to become culinary water for the immediate area and down canyon, will likely decline in overall quantity. Drought years, or low snow years like 2014-2015 reminds us the quantity of water available is not constant, yet the demand for water will be either constant, but more likely increase, with the projected population growth in the Salt Lake Valley and the Wasatch back. Similarly if Alta were to grow at only 3% per year, it too would more than double in 23 years. Snowmelt water, percolating through the rocks could easily end in a different canyon than where the snow fell, reducing water quantity unpredictability and possibly quality in both canyons. Demands for water from residents will increase as populations increase and as global climate changes result in hotter, drier seasons. An ever-increasing deluge of people to Alta will destroy its natural beauty, pressuring native plants and wildlife to move to more remote areas to avoid people and find water. Water is a natural resource, but, unlike manna from heaven, can not be reliably counted on to provide just the exact quantity and quality needed by each and every individual and family. Planning for unspecified, non-quantified Town growth, plus similar growth in the number of visitors to Alta is illogical, unwise and will lead not only to economic ruin, but also ecological devastation.</p> <p>Alta, for itself, must act. Alta must decide the maximum number of residents it wants, the maximum number of hotels/condos beds, decide the number of desired winter visitors, and what the cap is on the number of summer visitors. This understanding of what Alta residents wants must be done BEFORE irretrievable damage occurs from over-use of the land, water and alpine environs. Alta must do this for itself, before the Mountain Accord process presumes to speak for Alta.</p>		4/30/2015
<p>Thank you to the Mountain Accord for putting in the effort to plan for the future of the Wasatch Mountains. I bought my home 17 years ago based on its proximity to Big &amp; Little Cottonwood Canyons and it has worked out well. Between my wife and I we average multiple weekly trips up the canyons across skiing, trail running, mountain biking, snowshoeing and occasionally camping. The Wasatch once seemed so large to me and while it now seems so much smaller it has only grown in importance. I began backcountry skiing over 20 years ago and the Wasatch backcountry is in desperate need of planning and protection.</p> <p>My reasons for leaving the ski resorts and taking to the backcountry are common: rising lift ticket prices, getting some exercise and spending some quiet and peaceful time in the mountains. I've watch many areas that used to be backcountry get annexed by the resorts only to have those resorts increasingly deny access to the public to those areas. (Alta pre-season and current Snowbird uphill policies)</p> <p>My educational background is in economics and my view of the current state of the ski industry is that they (the resorts) are fighting over a stagnating or even shrinking pie of # of skier days. By increasing their acreage, they hope to attract skiers from their competition to their resort. Increasing acreage means new lifts, new snowmaking and additional personnel which all result in higher lift ticket prices further slowing/shrinking the number of skier days. There are plenty of studies representing that the current direction of the ski industry is not sustainable, so I'll leave the details to them.</p> <p>The resorts already have not only the highest quality areas in terms of snowfall and slopes, but I believe they have far too much acreage already. I know any proposals to shrink them will seem far fetched, but that is how I view Alta's desire to expand into Grizzly Gulch and Solitude's proposed expansion into Silver Fork. The backcountry is exploding in popularity, much of it driven by the short-sightedness of the ski industry.</p> <p>Please stop any further ski resort expansion. Implement policies that resorts that are on public lands must allow greater public access. In the long run, I believe it will be the best thing for the general public, and even for the ski resorts, who often seem to be their own worst</p>		4/30/2015
<p><u>Basically I would like to have no more development better transport for people and more places to be in the mountains with dogs.</u></p> <p>ve attended the public forums and discussion group and I have two main concerns. I was going to use the web site questionnaire but it was not accessible.</p> <p>1) Park City city/county reps must stay actively involved in the process. The idea that we should withdraw from the process is penny-wise and pound-foolish. This development process will proceed with or without us. If we pull out, then our concerns and priorities will not be considered in the ultimate decisions. Then what will we do - object after the fact? Sit around and complain that we don't like the direction the development will take? Any refusal to fully participate is going to backfire on us. The population and traffic will continue to increase whether we plan for it or not. We should guide the effort in ways that make sense to locals - trying to "stop" the effort by turning our backs on it is futile.</p> <p>2) The amount of investment in connecting the PC to LCL/BCL via a vehicle tunnel is insanely "over the top" (no pun intended). It still is not clear to me as a 10-year full-time resident of Park City, PCMR employee, and recreational (in-bounds) skier what is expected to be achieved by such a broad capital investment route.</p> <p>Who is actually going to go through this tunnel? Not folks coming from the greater SLC area - they'd almost certainly opt for driving (at 70 mph) the 5 1/2 miles (maximum) distance from the mouth of the Cottonwoods via Interstate 215 and then 15 1/2 miles up 80 to Kimball Jct into PC rather than a 2-lane curving slow drive for 15 miles up Route 210 or 190 and then a tunnel (which should have a toll attached to it?) in order to get to a two lane steep town road into Deer Valley or Park City (Canyons Resort visitors would be much more likely to just go 80-to-224). As long as traffic from Kimball Junction into PC/DV is addressed (with the full recognition that whether we like it or not, an increase in capacity on 224 or a truly effective bulk public transit system needs to be added on this route), 80 is always going to carry the vast bulk of traffic. Since 190/210 are already very limited in capacity, it is not realistic to think that these roads can handle the amount of increased traffic that would need to justify the expense of building a tunnel, and these roads are not going to be widened.</p> <p>So, that leaves local people going PC-to-Cottonwoods - what are the traffic demands and actual numbers of people making this trek each year, and when are they traveling? Aren't we talking about the vast majority being a relatively small number of skiers/boarders during the winter, and an even smaller number in the summer? Is this what we're trying to remove from Routes 224/80/215? This drive is 50 minutes, 45 miles each way, contributing carbon all the way, yet, it's a fairly mindless and simple drive. Wouldn't it be more conservative and cost-effective for this small number of people to have a skier/boarder/visitor transport system (gondola, lift, over-snow transport) between PC and the top of the Cottonwoods, with short duration (electric powered) shuttles to the resorts? Charge \$10 each way or \$15 round trip per person, with group/midweek discounts. All we're doing is traipsing over the ridge to enjoy the other side for a day - it should be low-impact environmentally and less hassle than driving 90 miles in one day and dealing with parking lot settings. The construction of such a transport system would be minimal compared to blasting a tunnel, could be completed in one off-season, and would provide immediate benefit to the Cottonwoods resorts. As Vail creates the inter-resort gondola this summer, the "fear and loathing" of a gondola construction process likely will dissipate - Europe is full of these, and they're wonderful! The PC side efforts could then be focused on the 224 route improvements, which are inevitable regardless of what is done for a PC-Cottonwoods connect.</p>		4/30/2015 4/30/2015
<p>We are not in support of Mtn Accord building/developing/creating any tunnels into Park City for transportation needs.</p> <p>The cost amount is ridiculous and does not reflect the needs of the PC community nor show much intelligence for the ROI of such an endeavor.</p> <p><u>Please mark us as Not In Support of the Mtn Accord direction!</u></p>		4/30/2015
<p>I'm totally opposed to your ill thought out, yet another developer greed program</p> <p><u>Come on, this is a transportation plan suited for a totally different environment.</u></p>		4/30/2015
<p>I wanted to strongly voice my opposition to the Mountain Accord proposal in relation to the following quote:</p> <p>"Light rail transit (LRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City."</p> <p><u>I am opposed to any connect to RCC and/or PC - especially by rail and/or aerial tram. We need to preserve the uniqueness of the LCC as it is and connecting the three/two would be a travesty.</u></p>		4/30/2015
<p>I support One Wasatch and would like to see an improved connection and transportation between the resorts. Thank you.</p> <p><u>It would be a travesty to put a train up Little Cottonwood Canyon. Building a train would do irreparable damage to the environment and beauty of the canyon. The canyon does not belong to the ski resorts, the ski tourists or the local skiers. It belongs to the everyday Utahn. If something must be done to upgrade the ski experience and deal with existing issues, a gondola system connecting the resorts should be carefully studied as a preferable alternative. It would do far less damage to the environment and not block access to Little Cottonwood or other canyons for any Utahn. As a state, we simply cannot afford to spend billions to build a train up the canyon. Some people say that this money will come from the federal government. If the federal government gives money for this project, they will consider that their obligation to help Utah is met. If we can get billions, that money should be used to upgrade, repair or expand the transportation and road system throughout the Salt Lake valley, particularly on the west side. If we had any "extra" money, it should certainly go towards education or other top priorities that would benefit many more of our citizens. Putting a train up Little Cottonwood Canyon is a terrible idea, designed to benefit just a few of the wealthiest among us at the expense of other pressing needs. Ravaging this spectacular canyon to benefit this small segment of our population is not only indefensible but inexcusable.</u></p>		4/30/2015 4/30/2015
<p>I appreciate the opportunity to submit a few comments regarding the Mountain Accord Blueprint.</p> <p>I am encouraged by the transparency of this process and the overall state of the blueprint. As a life-long resident of the Wasatch Front and now a father, I am a very vested stakeholder in our mountains. For decades I have hiked, run, climbed, and explored the terrain just east of home and, as I have too suddenly arrived at middle-age, I realize this place helps define me. I and my family are very supportive of efforts to increase protection of the Central Wasatch over increased development in these areas. I want my children to have the same opportunities for experiencing solitude so close to an urban core as I have. I also think the plants and animals that have been here much longer than we have deserve significant consideration as we decide their future. Overall, I throw my support behind Save Our Canyon's <u>seat at the table.</u></p>		4/30/2015

<p>1.) I do not support an interconnection between BCC, ICC and Park City, or any combination thereof, including tunnels. The resulting direct, cumulative and indirect impacts to dispersed recreational experiences and the environment are potentially significant, while economic costs and benefits to the public are unknown.</p> <p>2.) I strongly support the development of a purpose and need statement that balances the "Systems" Mountain Accord is addressing, without giving undue bias to any one element or proposal. Only then can an environmental analysis that considers an appropriate range of alternatives be conducted. We believe this range includes measures designed to provide reliable, low-cost, low impact transportation to both dispersed and developed recreational nodes in the Canyons.</p> <p>3.) I support the general outline of the Cottonwood Canyon Task Force proposal in concept, with several important considerations:</p> <p>*Private land transfers and/or preservation actions must include Grizzly Gulch.</p> <p>*Land swaps should be pursued immediately, as a precursor to future development. Lands would be placed into a designation providing a higher level of protection than under the current forest plan.</p> <p>*All ski areas expanding their footprint on public land would establish an uphill route inside their permit boundary, and will consider boundary restrictions. These efforts will help minimize the impacts of expansion on backcountry terrain and compensate for lost access.</p> <p>*Alignment of the new lift in Honeycomb Canyon will not drop below the elevation of the current lift and will not terminate in the Silver Fork drainage.</p> <p>*I support a bus-based transportation system as outlined in our proposed Transportation Alternative presented in Appendix C.</p>		4/30/2015
<p><b>Problem Statement</b> The growth of population is a pressing matter that needs to be planned for in the state of Utah. The Mountain Accord Blueprint seeks to address this issue, but it's priorities must be changed. According to the Mountain Accord Blueprint, by 2040 the population will increase by half a million people and annual visitors to the Wasatch Mountains will increase by almost 2 million. Our community in Salt Lake City, and in our Wasatch Mountains will feel the ramifications of growth and the ramifications of our own actions, in response to growth. A constant theme of the Blueprint is the increase of infrastructure and transportation so that Utah can be competitive economically. Little attention is given to the protection of our delicate watershed and our delicate mountain ecosystems. Part of the Blueprint seeks to boost environmental protection, but not enough attention is paid here. Environmental protection should be number one on the list, because degradation of our mountains will lead to a decline in visitors and economic gains. This is especially threatening because of rising global temperatures and dryer climates; this last winter was the hottest winter since records began.</p> <p><b>Proposed Solution</b> The Blueprint needs to be changed so that environmental protection is priority number one. The Wasatch Mountains have a natural carrying capacity that we shouldn't exceed. Mountain Accord seeks to protect additional lands, along the Wasatch Front and Back, and to broaden watershed protections. This is a great start, but we need to take this one step further. Climate change looms in all of our back yards and threatens the lifestyles of everyone around the Wasatch Mountains. For this reason I propose that the blueprint commits to researching, installing, and using sustainable energies within the Wasatch Mountains by 2040.</p> <p>Local Salt Lake City residents would, almost, all agree that transportation up to the canyons needs to be improved. Building a light rail would have an impact on our watershed and mountain ecosystems at first, however, in the long-term this would be beneficial for our valley. It is imperative that cars are taken off the road. Public transit should be improved and expanded. Along with better public transit there needs to be incentives for using public transit. Using a system of disincentives for driving, like paid parking and less parking would also be an effective option. There are unnecessary expansions in the Blueprint that need to be taken out, like the proposed tunneling from Little Cottonwood Canyon to Big Cottonwood Canyon, to Park City. Expansion of transit should be for the local communities that will use them year round, not for the tourist that visits once a year.</p> <p>Continual commercialization of the Wasatch is not the answer to our expanding population. The Blueprint seeks to improve and connect the trail network, which would include new trails. The Wasatch Mountains should be left natural. My fellow hikers and skiers agree that exploring the mountains have been some of the most memorable times. I will always remember the time I got to the top of Mt. Superior and a storm rolled in. It was one of the scariest times of my life, and one of the most rewarding. I didn't need a trail cut out for me to get up there. Like I've said before, a majority of this plan is to increase tourism, why not make a plan to take care of the people that actually use these beautiful mountains?</p> <p><b>Major Obstacles</b> There are many investors in this project, many of which are the resorts that push for more and more commercialization. Of course they want more transportation, land to develop, and easier access to all they have to offer, but we cannot put the people, that call this place their home, in jeopardy for a few extra bucks. The ski industry brings in a lot of money for Utah and provides a lot of jobs, so it is easy to say that we should expand and build infrastructure for their sake. But many of our livelihoods depend upon these mountains. To increase public transit on the scale proposed would cost the state a fortune. Finding this kind of money would be no easy feat and would require many investors. These investors would need to see a reason to invest and that their money would be returned. Making economic growth last on the list of the new blueprint would admittedly look questionable to some. It may be hard to convince some to invest in a sustainable Utah. Not everyone will support this change in priorities, but the local residents of Salt Lake, and Utah, would benefit. This would be a major step in combatting climate change and a major win for local Utah residents.</p>		4/30/2015
<p><b>If you think this is a good idea, you're wrong. Honestly, the resorts are doing fine as it is and to close more space in the wasatch backcountry would be nuts.</b></p> <p>I am opposed to more development in our canyons. The transportation problems could be solved very quickly and affordably by using buses to all the resorts. There is no reason to spend millions of dollars digging tunnels through all our mountains to connect the resorts.</p>		4/30/2015
<p><b>Environment</b></p> <p>A. The Mountain Accord Process figure on page shows how previous studies flow into the ideal system – however it does not show what happens if needed data does not exist or further data is needed. The environmental group has been demanding more pertinent baseline data in order to make important, long lasting decisions for the Wasatch Mountains, however a blueprint with definitive statements regarding transportation alternatives is still issued without that important information. Too many processes have relied too heavily on the NEPA process to vet all the data, but NEPA documents often fall very short on adequate analyses of cumulative impacts.</p> <p>B. Additionally, the blueprint needs an explanation of how the alternatives will be chosen and how the NEPA will be structured to assure the public that all possible alternatives are getting adequately analyzed.</p> <p>C. The statement 'identify priorities and develop a program for environmental restoration program' assumes it is known where environmental restoration needs and does not need to happen already. It doesn't appear as this is the case in speaking with the environmental group. It would make better ecological sense to identify high priority and high quality areas that are in tact, healthy and pristine vegetation communities and make sure those are protected, then identify areas that need restoration to potentially better connect high quality, pristine areas for wildlife and environmental preservation.</p> <p><b>Economics</b></p> <p>A. There have been and continue to be many broad statements such as 'preserve land, protect watersheds and water resources, monitor environmental health, implement an environmental restoration and/or enhancement program', and equally broad statements about finding funding mechanisms for these needs. There needs to be an economic analysis of these land management actions of preserving, protecting, monitoring and restoration and should be included in the economics section of the NEPA document. This could be done through analyses and valuations of Ecosystem Services and potential subsequent damages to a functional ecosystem. It could also be accomplished by having much greater detail on what exactly 'preserve, protect, monitor, enhance and restore' mean in terms of where each of these would happen and how, then put a valuation on a number of relatively large scale projects every year. These management actions are also economic drivers.</p> <p>B. There needs to be a valuation of the lands the ski areas are 'giving up' as to their underlying potential for development vs what they are receiving. Are the lands they are giving up truly develop-able and to what degree? That information should be made available to the public.</p> <p><b>Transportation</b> In the Cottonwood Canyons scenario on page 2, it implies that if the Ski Areas make the land swap, " a mountain rail system which would provide reliable, fast, unique and marketable transit to the resorts and to major dispersed recreation access points." First, this implies the mountain rail system would be built, even though that alternative has not yet been fully vetted through the NEPA process or other necessary land management decisions. It implies we have already backed ourselves into a corner promising the Ski Areas something that may not come to be. Does this mean that if the rail system proposal were dropped, we are back to the drawing board regarding land swaps with the ski areas?</p> <p><b>Planning</b> Also in the Cottonwood Canyons scenario (same page), #5 states that the ski area propose and benefit from ~ 416 acres in American Fork Canyon. There are many issues with this statement</p> <ol style="list-style-type: none"> <li>1) This is too broad as to what could happen here, even though the area of American Fork Canyon is not in the boundaries of the Mountain Accord.</li> <li>2) This is the type of proposal flies in the face of the purpose of the Mountain Accord process– the process is to avoid doing things piecemeal in our Wasatch Mountains.</li> <li>3) It makes an underlying statement that anything outside the Mountain Accord Boundary doesn't affect the Wasatch Mountains, which is a dire misunderstanding.</li> <li>4) Unless the Mountain Accord wishes to expand its planning boundaries, this type of proposal should be off limits at this time.</li> </ol> <p>Further, the multitude of mining claims/mineral rights(?) in the midst of the Canyons leaves too many unknown possibilities in terms of building, private ownership, and land uses to be able to intelligently move forward. It would be good to know 1) whether those lands are develop-able 2) whether the owners of the mining claims been contacted or not and/or whether they had any input (or at least a percentage of the owners that have been contacted).</p> <p><b>Side note:</b> The ad for Staker Parsons at the end of the Wasatch Choices 2040 publication is distasteful. The notation of thanks at the beginning of the document should have sufficed, as Staker Parsons now appears to have a very strong conflict of interest.</p>		4/30/2015

<p>A transportation only Gondola or Aerial Tram with stops in the towns of Park City, Brighton and Alta; combined with additional bus service to the Cottonwoods (including the dedicated bus lane in little cottonwood canyon), would best serve the needs of accommodating growing traffic into the canyons while mitigating environmental impacts and preserving the current balanced recreational opportunities in the central Wasatch Mtns.</p> <p>Limiting stops to the towns of Park City, Brighton and Alta without opening ski runs between the resorts would meet the transportation needs of inter-canyon travelers while preserving the backcountry recreational opportunities for skiers, snowmobilers, helicopter skiers, snowcat skiers and snow shoeing hikers.</p> <p>Going over the mountains rather than through them (i.e. like in tunnels) provides a very scenic ride through the heart of the Wasatch that displays all of Utah's great winter recreational activities in one ride. A gondola also allows vacationing skiers in the cottonwoods to travel to Park City for shopping and dining without having to ski their way over to Park City and then back to the Cottonwoods. A gondola makes it easier to carry purchases back to their hotels in the Cottonwoods (impractical to do while skiing). A gondola is preferred to an Aerial Tram as it allows riders to sit during the ride and is continuously picking up riders so they don't have a significant wait time for a ride.</p>		4/30/2015
<p>I have grown up part of my life in Utah, I was educated in Utah, I own a home in Park City and I have been an avid skier in Utah for three decades. I fully support improved transportation and connectivity between the resorts. I support ONE Wasatch and over-the-snow connectivity and I support improved transportation to and from Utah's ski resorts.</p> <p>I lived in Europe for three years and I skied frequently in the Alps and I saw what an amazing thing their system was and what it did for both people who lived there and people who visited there. This would be amazing for Utah residents and visitors by making things go faster, more convenient, safer, and in many ways more enjoyable.</p> <p>Let's do this!!!</p>		4/30/2015
<p>Our wild places are precious, limited, holy and rare and must be preserved in as close to their original form as possible so as to ensure that we and all future generations can continue to experience the joy of spiritual, emotional and physical renewal received from spending time in such places of pristine beauty. Limit the resorts to their present "footprint"; there is more than adequate space existing for the developed areas; any additional development would only line the pockets of a few, while compromising what is, again, holy and precious to thousands -- ultimately tens or hundreds of thousands -- of others. Thank you.</p>		4/30/2015
<p>Why have a train system?  It's not flexible.  It can't be detoured.  It can't go over uneven tracks.  I opt for a wider roadway up the canyons that will allow both cyclists and drivers not fear one another. Let's add a few more parking lots or safer off the side parking.  I'd ride the bus to my favorite trailhead if the bus driver would stop and pickup at places that are "flag down" stops. Expand the bus coverage please. Give bus drivers permission for flag down stops and unmarked stop stops.  Use the flex-trans buses when the numbers aren't high for full sized buses.  I am an avid back country hiker. I get an estimated 200 to 400 miles of hiking on many of the same trails in the tri-canyons. Last year I hiked the Appalachian Trail. In some of the heavier over night areas let's try moldering (sp) privies to protect the landscape from butt flowers. Not everyone packs out used tp. Also why not try setting up some designated camp sites like around Lake Blanche &amp; Desolation Lake.  I am not for the expansion of development. I don't want to see a back country tram connecting ski resorts. Why not look into maintained cat tracks?  I want to see the areas around the ski resorts protected from expansion. Who the hell approved Snowbird's concrete summit bunker? Get that Damn piece of rubbish off the summit! It ruins my skyline view of the prestigious Wasatch Mountains.  Instead of expanding winter activities why not add to the summer and hip seasonal activities? Winters are getting shorter. The snow, well, look at the last 3 winters, blah.  I want to see the watershed protections expanded. If the ground can't absorb the water it runs off.</p>		4/30/2015
<p>As a former resident of Utah who returns frequently for skiing and hiking opportunities in the Wasatch, it is important to me that the environment and local needs take precedence over those of developers and corporations, particularly those from out-of-state who are only seeking to double or triple their profits by ruining prime backcountry ski areas with mega-ski lifts, trash, buildings, or even proposing ridiculous things like roller coasters. Roller coasters belong at Lagoon, not at a ski resort. The people who come to the Wasatch, particularly the Cottonwood Canyons, come to enjoy the outdoors, the wildflowers, the rugged peaks, the fabulous snow, and the great hiking. The people who live in the Salt Lake Valley deserve access to clean water, clean air, and unspoiled PUBLIC lands. The Wasatch allows people from all walks of life to enjoy the outdoors for a variety of activities, even though some developers would like to limit that to wealthy people only.</p> <p>One reason I no longer live in Utah is the air quality. After a second bout of pneumonia caused by a nearly month-long inversion one winter in the Cache Valley, it was time to find some cleaner air. Nothing is worse than coming down from a gorgeous, sunny day of skiing at Alta, only to see the low brown cloud hanging over the Salt Lake Valley, and feeling the temperature drop as your vehicle is enveloped by the muck. I have used the ski bus when possible, and feel additional parking and more frequent trips would increase my usage. I would also be perfectly happy to leave my car at the bottom of the canyon for hiking if I had access to a shuttle that ran frequently to the various trailheads. Although I frequently hike with a group and we do make an effort to car pool, it is clear the usage of the canyon areas is increasing and we often cannot find parking. Transit for the Wasatch is important.</p> <p>I think the Blueprint is a balanced plan for the current and future use of the Wasatch.</p>		4/30/2015
<p>Thank you for working through this process. The proposed blueprint obviously represents much hard work by many people.</p> <p>Some quick conclusions:</p> <ul style="list-style-type: none"> <li>- Watershed protection is paramount.</li> <li>- Use of the Wasatch Mountains is already skyrocketing. More and improved access points and interconnected trails are overdue.</li> <li>- Better mass transit is a must. However, the proposed train system seems very invasive and extremely expensive, and would be underutilized for decades. Regular, reliable bus service and restrictions (higher costs) for private vehicles seem like a better alternative.</li> <li>- The transportation nodes in Big and Little Cottonwood Canyons would create overwhelming pressure for more development. Isn't this what we are trying to avoid?</li> <li>- Ski areas expansion plans should stop. New development should be limited to the current existing footprints of the resorts. One Wasatch should Not be implemented.</li> <li>- Wilderness or National Monument protection should be seriously considered for the entire Wasatch range.</li> <li>- Economic development should be emphasized in the cities and towns, not in the mountains.</li> </ul> <p>I am looking forward to the continuing Mountain Accord process.</p>		4/30/2015
<p>I am responding to the Mountain Accord Proposed Blueprint. I would like to speak out against providing transportation connections between Alta and Brighton, and Brighton and Park City. I believe that providing those connections would only benefit the downhill skiers and impact the backcountry skiers, hikers, boarders, snowshoers and lovers of nature. Ski lift or train connections would certainly impact the beauty and serenity of Wasatch ridges, saddles, passes, and views. I have been using the Central Wasatch Mountains summer and winter for years. My family had a cabin on the Brighton Loop and I spent many summers in Brighton as a child. I remember hiking and back country skiing to Lake Solitude before the Solitude Ski Resort was built. I remember the beautiful shady forests, large trees, and wild flowers that lined the trail. I have hiked the trail many times since the resort was built and looked at the scarred mountain sides that have not recovered since the construction. I realize that we can't go back to those old days, but, we can preserve the back country that we have left.</p> <p>We can preserve an environment that gives exercise, adventure, joy, beauty and peace of mind to all recreationists year round.</p> <p>What can we do about the transportation bottle necks that occur and will occur as our population grows? I know we will miss our cars. We hike and snowshoe year round in the Wasatch and always attempt to carpool to our destinations. I would propose the use of clean fuel buses and restrictions on car use in the canyon. This has worked well in our National Parks. However, we would need buses that stop at various trailheads up and down the canyons in addition to the buses that take you to the resorts.</p> <p>Let's not over develop our Central Wasatch to a point that it will lose its characteristic beauty and serenity that is its uniqueness. It not a place for amusement parks, private villas, outlet malls, etc. It is a place for all of us to enjoy its beauty year round and for generations to come.</p>		4/30/2015
<p>Thank you for all of your hard work and for the opportunity to comment on your blueprint. Most of your conclusions are sound, in particular the suggestion to improve the trail system, to implement land swaps, and to preserve the wild nature of the Wasatch Mountains.</p> <p>Your transportation plan, however, leaves much to be desired.</p> <p>I am a 37-year resident of Park City who lived in Salt Lake for 8 years before that. In 1976 Alexis Kelner and I wrote "Wasatch Tours, A Ski Touring Guide to the Wasatch Front". We republished the book in the mid 90's and observed at that time that a large number of beginner and intermediate ski tours had been taken over by ski area expansion. In the past 20 years, that trend has continued.</p> <p>With that in mind, I have great concerns that your transportation plan would almost totally eliminate the remaining moderate backcountry skiing options in the tri-canyon area. A train connection between the Cottonwood canyons would allow skiers to start out at any of the local resorts, ski the side country, then catch a train back to where they started. Your plan provides great benefit for the ski areas and tourists who visit from around the world, but it gives little or nothing to the locals. Much more balance is needed.</p> <p>I would support improved bus transportation in the Cottonwood canyons, and to Park City via I-80. Creating special bus lanes up the canyons seems like a good alternative. A multi-billion dollar taxpayer-funded train makes little sense.</p>		4/30/2015
<p>Please tally my as opposed to the train, etc. and blue print of the Mt. Accord.</p>		4/30/2015
<p>Having skied in several interconnected European resorts, I definitely see the enthusiasm of multiple resort access however, we must be over diligent in assessing the impact of increasing the resorts footprint.</p> <ul style="list-style-type: none"> <li>-Decreasing the amount of individual automobile traffic up the canyons or over Parleys into the PC area is paramount. Whether it's by train or by bus, it needs to happen / on the flip side adding increased, convenient and affordable mass transit to the canyons and the PC area poses an increase in skier days or general activity thus creating potential overuse of existing facilities (long lift lines, overcrowding, etc)</li> <li>-Overcrowding will increase pressure for resorts to expand their footprint or set capacity limits enabling or requiring resorts to significantly increase user fees. This in turn may drive an increase of backcountry usage. Working to find a balance between development and preservation is, of course, the goal, but please consider minimizing the potential impact any decisions may bear consequences on the one asset we can preserve in perpetuity; the Central Wasatch Back!</li> </ul>		4/30/2015

<p>After moving to Utah in 2009, I found that the backcountry skiing here is what made me stay, and is what I love most about the Wasatch. To me this is what makes the Wasatch feel like home. As a student at Westminster College, and retired U.S. Ski Team member, I can think of no greater loss to the state of Utah than more intrusion in to the backcountry. The educational and recreational value of the Wasatch needs to be recognized for what it is, the greatest playground anyone could have in their back yard. More development of the backcountry to me means the destruction of opportunity for future generations of skiers. Please recognize that we have a resource that is unlike anywhere in the world, and this area is most valuable to Utah if it is protected and left undeveloped.</p>	4/30/2015
<p>My husband, Colter, and I moved to Utah from California four years ago in large part because of its amazing mountains and abundant snow. We wanted to live in a place where we could make backcountry experiences part of our weekly, if not daily, life. We wanted our children to grow up knowing what it's like to ski off piste and hike in the wilderness. So, we boxed everything up, loaded up the uHaul and drove toward the Wasatch. We bought a house and enrolled our kids in the public schools. We upgraded from Avalung packs to airbag packs, got lighter skis, and bought a topo of the Wasatch. We are here to stay and we want to know our mountains. We got passes to Alta for the first two winters as Utahns, Snowbird for the second two, but we've easily doubled our resort days with those spent in the backcountry.</p> <p>We are concerned with the current proposed balance of land use, as it feels slanted toward development and away from preservation. The ultimate goal should be to allow equal access to the Wasatch for all user groups, including human-powered. The current blueprint over emphasizes lift- and tram-accessed terrain.</p> <p>We are excited about the possibility of protecting the ridge line between Emma's and Mt. Superior as this is prime backcountry terrain. However, Alta's plans to develop a lift up Tuscarora create high impact in another coveted wilderness area. Grizzly Gulch is such a great place for beginners and families to hone their backcountry skills with relatively low risk and easy access. In addition, Solitude's proposed Honeycomb Canyon lift threatens the wilderness character of Silver Fork Canyon.</p> <p>We hope that our children will have the opportunity to ski in wilderness areas as well as at the resorts. They are only 6 and 8, so we have yet to take them into the backcountry, but we have bought lift tickets for them at Alta, Snowbird, Solitude, Brighton, and The Canyons.</p> <p>We cannot imagine a scenario in which the current resort offerings would fail to meet our desire for groomed runs and lift-assisted skiing. Were the resorts to expend unhindered into the current backcountry terrain, however, it becomes easy to envision an environment in which there are no backcountry experiences to be had in our local mountains. That would be a sad day for our family.</p> <p>With the possible exception of the dedicated bus lane, we are not in favor of any of the proposed transportation options from a wilderness point of view (we always carpool whenever we are headed into the backcountry). Any efforts to enhance connectivity between ski resorts, such as tunnels at the head of the canyons or an aerial tramway seem like a bad idea for several reasons. First of all, they denigrate a relatively small area of wilderness by turning it into a virtual highway, interrupting the visual, auditory and olfactory purity of that backcountry environment. Second, it is an awful lot of money to spend on something that will undoubtedly see very few users, especially once skiers learn how much valuable skiing time is wasted traversing between resorts. Third, we do not fully understand the impact of these routes, whether above ground or below, on the wildlife and watershed. Finally, these options would only serve to feed the coffers of the connected resorts and should therefore be funded by those corporations that would reap the benefit of their use, and not tax-payer dollars. An LCC train line is attractive not as a supplement to, but as a replacement for the current road, if and only if it allows for dispersed use.</p> <p>In addition to the funding of future transportation options, we are concerned about the fragility of the watershed and the potential impact of any development upon it. It looks as though the resorts are already receiving access to additional water resources in order to make early-season snow. Let's hope that this is where their exploitation of our precious resource ends.</p> <p>Finally, we are happy to see that the plan includes proposals around expanded summertime trail networks. We look forward to exploring these trails with our family.</p> <p>Thank you for all the work on this critical plan, and for your consideration of all points of view.</p>	4/30/2015
<p>The Mountain Accord initiative is an ambitious and complicated process. I appreciate the efforts of the Mountain Accord staff and members. I volunteered countless hours as an Environmental System member.</p> <p>My observations are that the proposed Blueprint is heavily tilted towards development over preservation. This is not to discount the suggested land protections and conservation proposals.</p> <p>Public opinion over the years consistently supports more conservation and less development in the Central Wasatch. This sentiment is not present in the current proposal. Private industry/landowners that choose to do business in the watershed are beholden to the strict rules that come with operating in such a venue. General public support (not just recreationists) is needed for increasing commerce and development in the canyons – and this is not demonstrable in any form of general public polling.</p> <p>On the whole, commercial industry wants and gets:</p> <ul style="list-style-type: none"> <li>-Resort expansion</li> <li>-Base development</li> <li>-Water for development</li> <li>-Water for snowmaking</li> <li>-Subsidized mass transit</li> <li>-Interconnected resorts</li> </ul> <p>The conservation community gets protections of some important tracts of lands, but at an imbalanced cost to the community at large (see list above).</p> <p>The outcome of the current Blueprint, if it comes to fruition, is excessive crowding and impact to the canyons.</p> <p>I would suggest the following recommendations to balance the Blueprint.</p> <ol style="list-style-type: none"> <li>1. Retain all suggested open land protections, including Grizzly Gulch-Catherines Pass.</li> <li>2. No resort expansion beyond current boundaries and NO interconnect- of any type (Tunnels and aerial lifts included).</li> </ol> <p>In exchange for these protections, the resorts get water for snowmaking and modest base development (to be determined, but with strict controls and no more parking lots). In addition, mass transit needs a visionary improvement.</p> <p>Mass transit should be improved with the goal of decreasing private automobile use. The resorts and their patrons are the main beneficiaries of such a system. Attempting to re-think the bus system is an appropriate next step towards upgrading mass transit. Using snowsheds and utilizing efficient and dynamic capacity models would be a logical next step. Convenience and more cost-effective than driving a car is necessary for long term success of the system.</p> <p>In conclusion, the revised blueprint must shift towards more protections of the Central Wasatch if the public concedes water rights, base development, and the impacts of an improved mass transit system</p>	4/30/2015
<p><b>I am against any destruction of Little Cottonwood Canyon for extra Lanes for Busses or for a Train. Increased Bus service is the best and cheapest plan.</b></p>	4/30/2015
<p>It is not acceptable to even consider paving more Lanes up Little Cottonwood Canyon or run a Train up it!</p>	4/30/2015
<p>The best solution is Increased Bus service up existing road would not destroy the Canyon and would be inexpensive.</p>	
<p>All Employees but top management of Ski Resorts, must be required to take the Bus.</p>	
<p>The road 210 is Not a dangerous road according to the Data. The Population growth will be very limited in Salt Lake Valley, most growth will occur in Utah Valley. The Blueprint seems devised to facilitate Land being taken from the public to benefit wealthy Ski Resort owners.</p>	
<p>There are many positive aspects of the Mountain Accord proposal and it's against my nature to dwell on the negative but there are some flaws that need to be improved.</p> <p>Cottonwood Canyons Scenario:</p> <p>The Economy System Group calls for growth in destination-based travel and tourism. Alta Ski Area boundaries are proposed to stay fixed (it is the only one of the 7 resorts that can't expand). If this process will set ski area boundaries once and for all I support Alta expansion; either in Grizzly Gulch or from Twin Lakes Pass south along the Patsy Marley ridge to Catherine's Pass.</p> <p>As initially configured the Alta portion of the land exchange seems in lieu of ski area boundary expansion and seems disproportionate. The size of this exchange creates the potential to change the business model from skiing and ski related services to one based on real estate.</p> <p>I support the Alta Ski Lift Company gaining control of the property on which their structures are built and a modest additional amount for services related to transit oriented visitors but oppose a transfer that includes the whole 160 acres that would make Alta a target for development even with the good intentions of the current owners. The Town has retained its openness in large part due to the Forest Service's bias to protect and resist change. Massive private ownership with a Return on Investment approach would intrinsically change the character of Alta.</p> <p>Transportation:</p> <p>Of the 5 Proposed Alternatives 4 are either train or bus through a tunnel to BCC. The 5th is System management (with incentives for transit and disincentives for cars but nothing about improving the road, reducing avalanche hazards, etc).</p> <p>There are 14 "Corridor Purposes" that seemed crafted in favor of trains (and grudgingly bus) but it doesn't address transfer from auto to transit in the valley (but acknowledges it is Multi-Modal) and uses a 1 hour metric to measure success (currently is the failure rate more than 10% for the year?).</p> <p>In who's mind and since when did LCC/Alta become a corridor rather than a destination?</p> <p>I don't think there is anyone that believes that the road will be retired (replaced entirely by a train or BRT) so I'm concerned that a train first plan will prevent smaller and easier improvements in the short term. I favor upgrading aspects of the current road while adding a reversible flow lane for transit to provide an alternative to single occupant vehicles. I am not opposed to moving forward with procuring a right of way for a new alignment for future transit but this should not be the primary goal at this time.</p>	4/30/2015
<p><b>Keep as much of the wasatch front undeveloped as possible.</b></p>	4/30/2015
<p>The more trafficked the Wasatch gets, whether cars/buses/trams/people the less attractive they, the Wasatch, and Salt Lake become. When its all just another subdivision, there is less allure, less solitude when you go there. There's enough room for everyone now, but more pressure will taint the experience for everyone. Keep the Wasatch the jewel it is. Land swaps to minimize commercial footprints, no ski area expansion, limit traffic or increase transit with low carbon footprint techniques. Be conservative, preserve!</p>	4/30/2015

<p>Hello, I recently just moved to Utah a few weeks ago. I have been dreaming up this move from the east coast to here for many years now. When I heard about this blueprint, I was very disappointed in all of the people who want to destroy the Wasatch. Get over yourselves and the money that it could make this state. Stop always thinking about money and enjoy the pure beauty of the mountains. Obviously you people don't have a love for the mountains, shame on you. The reason I moved here is because I am a backcountry skier and I want to be able to enjoy the Wasatch Mountain Range for many years to come. Also it is the WATER SHED for many people. What else is there more to say, it is the fucking WATER SHED! Do you realize where we live? Do we want to be like California? Don't destroy the mountains or the state of Utah, leave it alone and keep it's natural beauty! We backcountry skiers are going to take you down as well as all the other people who love to enjoy all the activities the mountains have to offer year round. FUCK THE MOUNTAIN ACCORD BLUEPRINT ☹️</p>		4/30/2015
<p>Dear Mountain Accord, Thanks for the time and effort developing the alternatives presented. My comments primarily concern transportation in the Cottonwood Canyons. The bottom line is the need to develop a vision for transportation that serves the needs of the Cottonwoods for the next 100 years and beyond. I've had the opportunity to use the train to Zermatt, Switzerland as well as other mass transit systems in Europe and Japan to access skiing. They all work quite well. Zermatt is a wonderful ski town with no downside to not having cars. In my opinion it can be model of how the Cottonwoods can be sustainably developed for generations to come. Additionally, I've had the opportunity to use the gondola transportation system between the towns of Mountain Village and Telluride for a number of years in all seasons. For a short distance transportation system it works quite well and could be a model for linking Big and Little Cottonwood Canyons. The use of individual cars for transportation in these canyon is an anachronism of the 20th century. A mass transit system that is sustainable for the next 100 years is essential.</p>		4/30/2015
<p>No. To everything. No more, ski lifts, no more "cabins", no more roads, no trains, no tunnels, no more power lines, no more gondolas, no more restaurants, no more stores. No, to everything. -Skier, hiker, backpacker, camper, and mountain lover ☹️</p>		4/30/2015
<p>This is absolutely a horrible idea. I've lived by this canyon my whole life. Watched it grow from a small ski area to an international ski area. The crowds come and go. But the canyon has seen enough changes and this idea of putting a light rail up the canyon would destroy so many good things. Leave it alone. Figure out better parking in the canyon. Possible a parking lot just west of entry 1. There are only a handful of days when additional parking is warranted. Otherwise the crowds are handled just fine. Quit wasting money on unwanted ideas from outsiders ☹️</p>		4/30/2015
<p>Hello, Just a few more last comments on this subject. This whole process has been a joke I feel. If we live in a democracy, why don't we just have a popular vote, statewide to see what the PEOPLE think, not the powers that be. It seems that the folks with the money will eventually get their ways for their profit while people who recreate on our public lands will suffer losing prime cuts of our sacred backcountry that is already too crowded most days. The train up Little Cottonwood, over to Park City then the airport is a good idea, I think other than the environmental impacts. But, it will cost alot of \$\$ and no one will ride it April thru December, and unless there is a parking fee at the resorts or a fee to get in the canyon alot of folks won't use it and see it as an inconvenience. If we want all involved to have an equal input it must be put on the ballot and voted on. Please don't let people with financial interests pay people off who can make these decisions for us. Thanks and have a great day. Joe Day</p>		4/30/2015
<p>To Whom It May Concern: On behalf of the School for International Expedition Training, a registered Utah 501(c)3, I would like to share our position on the land use of the Wasatch Backcountry. Overall, we feel that conserving and protecting as much land as possible is extremely important for environmental, economic and recreational reasons. We feel that the protection of the Superior Ridgeline, starting in the Twin Peaks Wilderness should extend as far eastward as possible and with the most protection possible. We feel that the current Blueprint places too much emphasis on development and not enough on preservation of the environment and human powered recreation. • We do not support an interconnection project between BCC and LCC and/or PC, including tunnels. • We feel strongly that the Grizzly Gulch area must be preserved and kept intact so that human powered recreation continues to be an enjoyable opportunity for generations to come. • We do not favor the expansion of ski area boundaries, especially those that impact the uphill traffic of human powered recreation. • We support land transfers and land swaps, from private to protected public land, that help protect what's left of human powered recreation areas. Transportation: In general, we support development of low cost, low impact transportation system in the Wasatch. We support a bus-based transportation system as outlined in the Wasatch Backcountry Alliance / Winter Wildlands Alliance's comments on the Mountain Accord's Blueprint (<a href="http://wasatchbackcountryalliance.org/wp-content/uploads/2015/04/Blueprint_CommentsWithAppendices_WBAWWA_4_14_15.pdf">http://wasatchbackcountryalliance.org/wp-content/uploads/2015/04/Blueprint_CommentsWithAppendices_WBAWWA_4_14_15.pdf</a>), Transportation Alternatives appendix C, that is, • We support high quality/capacity bus systems in the LCC and BCC area but without a connection to PC • We support the use of clean fuel in all busses • We feel that more information needs to be gathered before trains are considered in the canyons, particularly the issues outlined on page C-7 to 8 of the aforementioned WBA/WWA document • We support incentives for carpooling and disincentives for single occupancy vehicles • We support increased parking at the base of BCC and LCC • We support an express but that makes no more than 2 stops between the mouth and head of each canyon • We do not support year-round use of Guardsman Pass Rd Thank you for taking the time to read our thoughts. ☹️</p>		4/30/2015
<p>The blueprint should include a broader scope for sustainable economic development to go alongside the purpose of preservation of the watershed and natural environment. Look what has been done in the mountains of Switzerland for a good example.</p>		4/30/2015
<p>The beauty of our canyons must be preserved. Once they have been tampered with, they can never be restored to what they are today. Please allow nature to be fully appreciated without human interference. We love our mountains and find peace there. Please do not take that away from so many citizens of this state.</p>		4/30/2015
<p>I believe the Mountain Accord process seems very specific in terms of transit options, but I feel there is very little substance to other areas, specifically measures for environmental protection for watershed lands and for open space preservation. I do not feel there is a balance for these areas, I feel it is more heavily weighted and planned for the transportation measures for ski area access. I do not believe it has adequate information on the impact on watershed, water resource, wildlife habitat, and natural characteristics for public lands. I think there is a need for additional public transportation to meet growing use and increase in population. I do feel however that the transit options over to Park City from the Cottonwoods seem excessive and driven by ski area interest, and not necessary to meet a broader public need for a variety of recreational pursuits. I feel the population they would serve is small and disproportionate to such a large impact to the natural environment, and if it would entail a large tax payer expense. I feel the impact to the wild character of these lands and the watershed would be detrimentally impacted through these connections.</p>		4/30/2015
<p>Thank you for all the work on this project. It is certainly better to have a plan then to go forward without one. I am very much opposed to tying together the tops of the canyons any more then they already are. I oppose any tunnels, trains or above ground solutions. I believe all of these have unacceptable implications for water, wildlife and quality of recreation. The current bus system should be improved to help address transport. In 2004 there were 40 buses a day arriving at Alta before 2PM. The last few years there have been 18. Buses can provide much more flexibility in meeting demand and can integrate better with valley transport. Additional ski lockers would make riding the bus more convenient. Spending 100's of millions of dollars on tunnels or trains would create infrastructure that is not flexible and would force increased usage to recoup the investment at a time of uncertain climate changes. The money would be better spent widening the existing roads, buying more buses and improving avalanche mitigation. I am in favor of converting any private land in the canyons back to public. It is likely that the majority of this land was gotten as an unintended consequence of antiquated mining laws and should never have been in private hands. I am in favor of trading it for base area lands as long as they are not used to develop additional lodging of any kind. Additional lodging in the canyons would only put pressure on increased usage. I know it is not possible to make everybody happy but the foremost goal must be to preserve what exists as much as possible. Large scale schemes to connect all the ski areas for bragging rights are a blatant attempt to use public money and lands for private gain. The net result would make local ski areas unaffordable for local skiers while bringing in more affluent tourists. Not everything has to get bigger and "better" all the time. If transportation issues make it so that tourists don't want to come here to ski then that will help solve the forecast increase in usage. Increasing accessibility will only encourage development for increased usage which will not solve the problem but will destroy what you are trying to protect.</p>		4/30/2015
<p>Think about HWY 189 as the way around the mountain, not the Cottonwood Canyons. It could be just as fast and much, much cheaper. TWIMC,</p>		4/30/2015
<p>While I appreciate the efforts of all involved and input from the public, I have several concerns which I will touch upon in the comments below. These comments are what I included in the survey(Mtn accord comments 4/30 to survey). Sorry if they seem a bit disjointed. Many thanks for providing this opportunity to all of us! Please note that I am 63, female, a backcountry and resort user(ski), retired on a fixed income, and caring for a sick husband(cancer). And I was still able to enjoy a number of backcountry ski days at the top of the Central Wasatch and hiking in Millcreek and Emigration Canyon. If indeed we could be facing an extended drought, these areas are going to become more precious. There are many days that one can enjoy relative solitude in many of these areas, but our prime areas of shared use could get relatively smaller, and this concerns me. It's not just about recreation, but what we need to 'survive' in the West. It's about water and the conversation should start there. My survey comments are attached.</p>		4/30/2015

<p>The primary concern of the Accord should be to prevent the exploitation of our mountains beyond their ability to accommodate reasonable levels of use. As the population along the Wasatch front rises, the available land and resources do not. Not everyone can stand on the summit of Mt. Everest at the same time. Economic interests can maximize compatible utilization but must be constrained by those whose primary responsibility is to preserve the unique aspects of natural Utah's mountains. Abusing the Wasatch front simply because it is adjacent to a large city is not wise. Just as we do not want a tram taking us to the bottom of the Grand Canyon, our mountains must not become another Disneyland.</p>		4/30/2015
<p>I have attended community meetings and been apprised of most of the evolving changes to the Accord. I feel that the Mountain Accord has shifted over time from representing my perspective to become something I feel I need to fight against. Development and money seem to be trumping all else (big surprise). I listened to representatives of the economic component regale listeners with romantic visions of trains traveling up Little Cottonwood canyon just like in the Alps where "trains are barely noticeable." Disingenuous BS. You can put the whole Wasatch in one Alps' drainage; there is no correlation between the two scenarios. Why not be forward thinkers and trend setters for the rest of the world and decide that mountains should be protected for their own merit such that they mustn't necessarily be sources for economic gain?</p> <p>Expansion of ski resorts is also malarkey. Resorts already are too big to ski in any single day and linking them together and expanding them is simply an exercise in marketing so they can advertise to out of state folks how big they are. No one can actually ski that much terrain so the actual skier experience impact is nearly nil. All this development for advertising purposes is ludicrous. Ever been to Solitude? There is no one there! No one in line. No one on the slopes. And they need more room? Hogwash.</p> <p>I oppose establishing any mechanical link between the Cottonwoods and Park city or between the Cottonwoods. This is such an obviously slippery slope that will lead to further degradation of the resource, I'm surprised anyone (without profit motives) supports it. Trains are too much money. I won't foot the bill for a transportation system designed to enhance resort profits. Buses are cheap, agile, and adaptable. The current bus system is weak sauce and needs revamping.</p> <p>I live here because of the Wasatch, primarily the tri-canyons. I spend hundreds of hours in these mountains every year. I hope that the desire for profit doesn't win this time and the needs of the non-monied majority outweigh the powerful interests of the monied few.</p>		4/30/2015
<p>There are so many parts of this ambitious plan it is hard to see what it is really about, who's behind it, and what are the positives and negatives. Usually, the best way to understand the goals of a project such as this is to see who is putting the money behind it. From the information I have seen, this information is not included. It is important to be transparent with such a large scale project.</p> <p>From the standpoint of a property owner in Alta, it would seem that while there are positives in swapping some private land for public land in the vicinity of the present ski area and lodges, it comes with the price of the additional development of a proposed 102 additional "units". Units of what I'm not sure. Rooms? Condos? Houses?</p> <p>It may well be that the health of the Alta Ski Company is dependent on an increased number of skier days. If that is the case, and the only way to get that is by development, then perhaps the additional 102 units would be acceptable. Otherwise, I would not be in favor of additional development.</p> <p>On the transportation front, getting as many automobiles off the Alta access road as possible is an admirable goal, by bus or rail. The idea of a rail line to Salt Lake is interesting, but the idea of a tunnel through to Brighton and Park City, with the present water problems in Alta is a real concern.</p>		4/30/2015
<p>I wish to make two points. First, I am touching base tonight to add my voice requesting a high priority in our canyons be bicyclist' safety, and to request cycling safety be made an important part of MA transportation planning in the Central Wasatch. This means incorporating paved shoulders providing bicyclists with adequate safety-spacing away from motorists and adding separate paved bike paths where appropriate. Area cyclists love to ride Wasatch Front canyons, but tiny sometimes nonexistent shoulders makes canyon riding hazardous. As populations grow, so will canyon cycling densities. Thus, I am requesting canyon transportation planning include bicycling-specific shoulder enhancements and separate paved bike paths where appropriate.</p> <p>Second, please preserve our watershed; as MA unfolds, please don't open the door to on-going continuous nibbling away of finite forest lands. The Wasatch National Front is not only a paramount watershed for northern Utah, but it does double-duty as a world-class playground for local outdoor enthusiasts and visitors; furthermore, its proximity provides a key differentiating characteristic and an important attribute which makes living adjacent to the Central Wasatch so fantastic, it contributes to our quality of life and manifests itself as an important legacy we must preserve for future generations.</p> <p>Thank you for listening, and thank you for making this channel available</p>		4/30/2015
<p>I have lived on the Wasatch Front for over 40 years. My family and I have enjoyed hiking, skiing and camping in our wonderful mountains. There are few places with similar great alpine terrain close to a metropolitan area.</p> <p>I am opposed to commercial development our this precious resource.</p> <p><u>We do not need tunnels, rail lines or interconnects for ski resorts in the Wasatch.</u></p>		4/30/2015
<p>I attended a presentation about Mountain Accord at the Salt Lake City library and am familiar with the proposals. The plans for a rail line and possible tunnel from Alta to Brighton are a real concern and a well organized bus system possibly similar to that at Zion National Park should be considered. The land swap of Grizzly Gulch for additional land at ski area bases makes good sense. The presentation attended did not include representatives from the ski industry so I did not hear their proposals but overbuilding in the Cottonwood canyons is a concern.</p>		4/30/2015
<p>We strongly object to both the process and substantive conclusions of the Mountain Accord deal.</p> <p>These comments represent only a few of the many important issues that this proposal raises, in part because of the difficulty of getting good information about what is actually being proposed (and the true cost to taxpayers of that proposal) and because of the shortness of the timeline for public comment.</p> <p>The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration.</p> <p>The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. For example, one of the most obvious solutions for managing traffic in Little Cottonwood Canyon is increasing "bus service in mixed traffic up Little Cottonwood Canyon." This alternative, however, like many others has gotten short shrift in Mountain Accord's analysis.</p> <p>Specifically, the Transportation Purposes and Alternatives Report available on the Mountain Accord website proposes to drop this alternative from further consideration based wholly on a conclusory assertion, with no accompanying analysis or facts, that this alternative succeeds only in "reducing avalanche-related risk and delay" and would "fail to meet the other 13 purposes." No explanation is given as to why this option would not "reduce auto use and congestion in Little Cottonwood Canyon," "reduce vehicle emissions in the Cottonwood Canyons to improve air quality," "reduce parking impacts on environment, safety, and economy," "support land use goals for reduced sprawl and concentrated development," "improve access and connections for pedestrians and bicyclists," "protect or enhance the natural and scenic resources of the Cottonwood Canyons," "protect and enhance community character" or any of the other articulated goals for the plan.</p> <p>It defies logic to assume that more frequent and better timed bus service, coordinated with bus service schedules throughout the valley, would not decrease auto use, vehicle emissions, and parking demands in Little Cottonwood Canyon. This failure to grapple fairly with the issues at hand suggests a rigged, agenda-driven analysis rather than a careful, fair consideration of potential alternatives.</p> <p>Moreover, one wonders how the proposed approach "protects watershed health, water supply, and water quality" better than increased busing, given that the negotiated proposal requires providing increased water for culinary purposes to Alta and increased water (in unquantified amounts) for snowmaking at the resorts.</p> <p>Additionally, while Alternative D, Transportation system management alternatives—which "are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways"—is mentioned as an alternative that will continue to be considered, the Report evinces very little actual consideration of this alternative. It seems that a deal has already been struck between the existing players (who do not represent all relevant stakeholders) and that other alternatives are falling by the wayside without careful study. There seems to be little actual data in the report, so it seems unlikely that any alternative has received enough consideration to be eliminated from consideration at this stage. Other alternatives that could be considered include mandatory car pool restrictions on canyon-driving during peak winter hours, changing (and potentially extending) the existing passing lane into a middle traffic lane that could serve uphill traffic only during morning peak hours and downhill traffic only during the afternoon peak hours, etc.</p> <p>The report also fails to prioritize the many listed goals in any meaningful way and assumes that increased tourism in the Canyons is an unmitigated good.</p> <p>No sense of relative priority is given and the report fails to explain, for example, why creating a unique "traveler experience" in the canyon should be given equal weight with reducing congestion and parking demands. Relatedly, the report also assumes that increasing tourism in the Canyons is an unqualified good without any explanation for why that is so.</p> <p>The proposed deal will sacrifice Little Cottonwood Canyon by transforming it into a transportation corridor and will destroy much of its natural environment, appeal, and beauty.</p> <p>It would be one thing to build a rail line if there were no existing road, as such infrastructure might be necessary to allow Utahns to access and enjoy the canyons. However, doubling up on infrastructure in the canyon unnecessarily destroys the natural environment and beauty of the Canyon. Doubling up on infrastructure will likely stress the natural environment and may threaten existing species, wildlife corridors, watersheds, and other natural conditions.</p> <p>The proposed deal represents an elitist plan for the Canyons that will benefit only a small number of Utahns at potentially tremendous cost both to average recreational users and taxpayers.</p> <p>One of the primary focuses of the deal is to preserve "backcountry areas for dispersed recreation," a goal which benefits a vanishingly small percentage of Utah residents. Only about 7% of Utahns ski and the number that have the time, training, and resources to backcountry ski is much smaller.</p> <p>Yet, in order to benefit the admittedly small ("dispersed") number of people who can take advantage of backcountry skiing, the proposal sacrifices the beauty enjoyment of the lower part of the canyon – the part that Utahns likely access most frequently, including trails like the Quarry Trail along Little Cottonwood Canyon.</p> <p>For most Utahns, the Canyons are a journey and an experience, and destination resorts like the ski-resorts are largely beside the point. Utahns love their canyons for the ability to hike with their families on trails that can be accessed from the valley quickly and for other similar</p>		4/30/2015
<p>I'm in favor of improving transportation to and from the resorts and to enabling skiers to ski from one resort to the others.</p> <p>Let's get the mountain accord done!</p>		5/1/2015

<p>The railroad can only be of one kind to tackle the canyon grades; a Swiss-style rack railway, as have existed in Switzerland for over 100 years, powered by overhead electric wires, just like UTA's TRAX light rail system and the S-line streetcar. The huge environmental advantage of an electric line on mountain grades is "regenerative braking". The traction motors on the locomotives are switched to reverse polarity on their downgrade runs, acting both as a braking mechanism, as well as shooting electric current back into the overhead power source wires. This reduces electric power consumption in a way that TRAX and S-line can. The railroad/transit company organized to build and operate the Little Cottonwood mountain railroad can only succeed if it is a stand-alone enterprise, totally "separate and apart" from the Utah Transit Authority. Hiring for project and management positions would have to be not only national, but international. It would have to be a corporation with a completely different, better corporate culture, management practices, and attitude than UTA. Although its core business will be people public transportation like UTA, the L.C. mountain railroad will have to be, by the very nature of its territory, topography, and service clientel/stakeholders, a "different beast". And that's the way it is in Switzerland, one of the single-most, best-served-by-rail-transportation countries in the world. The Swiss national rail network is world-renowned for how it operates "like clockwork" "You can set your watch by the arrival and departure of the trains" is a world-famous expression about Swiss rail service. It is a mix of state-owned, public, and private railways, track of standard and narrow gauges, mostly 2-rail routes, but tracks with a toothed rack as a midline rail for drop-down pinion drives in the locomotives for the steep-grade routes. The Little Cottonwood/Trans Wasatch railroad, being the only public access to the L.C. canyon, would also carry freight and supplies. Among its rail car fleet would be baggage cars; box cars; flat cars for carrying (1) shipping containers, (2) road vehicles, and (3) open utilitarian loads; gondolas/hoppers for bulk materials. In other words, the hotels, restaurants, resorts, stores, and private residences in Little Cottonwood Canyon would receive all their supplies by rail timely, fully-functional fashion just like limited-access locations not just in Switzerland, but in other parts of the world. With an operating line all the way to the "Wasatch back", the over-the-mountain east-slope communities, there is the potential for "reverse commuting", a "back haul" market. I had my eyes opened wide, made very aware of this by attending the Park City Open House. Park city area residents are quite concerned about the possible increased flow of Wasatch Front visitors to their Wasatch Back.</p>		5/1/2015
<p>I am 100% against any tunnels through cottonseed canyon, or any other sections of the Wasatch mountain range. Growth in the area has become such a cluster of . People, construction, etc. Traffic in park city is a joke. If we want that much growth we would move to the east or west coast. Connecting all the resorts together is crazy. It takes away the charm and character of each individual resort. Now that Vail has arrived, life in park city as we know it is over.... I miss the days not so long ago when it was fun to reside in the area. Wildlife is disappearing before our very eyes! Every nook and cranny of the Wasatch range is becoming over run with huge ugly mansion that are occupied maybe 30 days out of a year. More restaurants, shops. Parking lots. all over priced and over rated... all for the almighty dollar. Please stop with all the commercial junk that keeps popping up .. I feel a connection up cottonwood would only harm our back country, wildlife and our water, just to name a few. When is enough going to be enough ? We are slowly killing everything we all love,, the mountains. To imagine the mountain range with tunnels and trams is very sad indeed. What about the wildlife? ? That is there home. The tourists and the wealthy have enough already. It is frightening to imagine how the area will look in the near future. It saddens me to think we would flush the wonder of the back country for the sake of skiing and the tourist industry. I am seriously considering leaving the area. This is all out of control. !! It's stopped being fun, it is a giant cluster of tourism. Look what happened to Colorado! !. Welcome to the new Colorado folks! All for Greed. Skiing is NOT the only thing that keeps the wheels turning. . Please STOP THIS MADNESS!</p>		5/1/2015
<p>Hello, I support improved transportation to/from Utah's ski resorts. Here is why: ** ski area connectivity would help Utah's economy ** ski area connectivity would be fun ** ski area connectivity would help Utah compete with other ski regions ** improved transportation would make my trip to the ski areas safer ** improved transportation would make my trip to the ski areas faster ** improved transportation would make my trip to the ski areas more convenient Thank you for considering our voice and opinion!</p>		5/1/2015
<p>Regarding Mountain Accord: The Wasatch tri canyon is a relative small Mountain area with some great and unique features. It is getting loved to death they do not need further crowd promotion. It provides unique close access for numerous outdoor recreation activities. The biggest uniqueness factor is a wilderness/natural mountain escape from the urban crowd, noise, and pollution found below and that the canyons are not transportation through ways. It also is the primary source of some of the best urban water around. Thus the Mtn Accord plan should have a stronger plan/ tone towards preservation, environmental, water, and people capacity management. The State, Salt Lake County, Salt Lake City, would be much better served long term working towards developing other recreation alternatives and especially locations that would relieve some of the natural and growing use pressure on the Tri-Canyons. The Cottonwood canyons access was a factor in me first coming to Utah for college in 1980. I went to Denver for work following Grad school in '87. The close access of the Cottonwood canyons was a significant factor in returning to Utah in 2002. I purchased my first backcountry ski set up from Charlie Sturgis in '81 when he was at Wasatch touring. I'd love to have back the Wasatch that existed in the early and mid eighties.....not reality. I also have enjoyed the ski resorts. I don't want them to go away but I also don't want them to expand. They have benefited greatly from public lands use but shouldn't be or feel entitled to continue expanding. The canyons are exploited enough. April 16, 2015 experienced the headaches of traffic and parking for skiing in the canyons. However, the worst part of the experience that day was waiting 45+minutes on the Snowbird plaza for a lift ticket. Snowbird, try fixing your service before further canyon development. A unique character and draw of the canyons is that they are essentially deadends for traffic. There should not be development of through traffic in the canyons. There should be investment and development of better public transport from PC to SLC through Parleys for year round need. Better UTA transport from the valley to and up the canyons. Cog rail would be needed up the canyon, not light rail. This seems ludicrously destructive, inflexible, and expensive just so Snowbird can feel like Zermatt. It seems like buses could be much cheaper, flexible to all users and adaptable to technological transportation improvements. Use of the canyons should not become elitist and expensive for the general public. The greatest growth in use has been alternatives to lift served skiing. It used to be illegal to leave the resort for backcountry skiing, now it is promoted. But there is not corresponding open access for users in the resort boundaries. Lift served access beyond the area boundaries should again become restricted. I think the idea of land exchanges in exchange for some further development of existing ski bases is a good idea only if it includes important pieces like Grizzly gulch. Why is there not any discussion about helicopter use in the canyons. It is a huge detriment to the backcountry experience. Everyone should experience the difference of a peaceful quiet nature tour through the drainages versus what it sounds like with a helicopter buzzing around. Keep the water pure.</p>		5/1/2015
<p>As a native of Salt Lake and a long term member of Save our Canyons, it is fair to say an open conversation with the public on the future of the Wasatch and the canyons that make it is over due. My comment is simple. The less development the better. The existing Forest Service leases and amount of private property is just fine the way it is. The "Connect Concept" is unnecessary, they connect all ready for those who take the effort. Traffic is difficult and will remain difficult. The UTA and private limo services' have done much to improve it. I believe improvement on that level remains available. The best answer for these mountains is to leave them alone and work on improved public transport systems. Thank you for this opportunity to share my thoughts</p>		5/1/2015

<p>I am a 59 year old attorney. I've worked @ a downtown law firm in SLC for 34 years. I spend my weekends skiing/hiking/biking in the Wasatch. That is why I live here. Striking a balance between development and conservation in hard. I make two comments :</p> <ol style="list-style-type: none"> <li>1. With my friends &amp; peers, winter use is shifting from resort skiing to side country and back country skiing. This is not what the resort operators want to hear, but my sense is the growth in winter use will not be conventional resort skiing.</li> <li>2. In making the choice whether to develop wild places, I feel the burden is on the developer to show a compelling justification. Because the decision is so permanent : wilderness lost cannot be re-claimed; its lost forever. Doubts should be resolved in favor of preservation, only w/ a compelling case is wilderness sacrificed.</li> </ol>		5/1/2015
<p>Please accept the following comments on the Mountain Accord Proposed Central Wasatch Blueprint.</p> <p>The train and tunnels concept for transportation is unworkable and is the worst possible approach to canyon transportation; it is the most expensive, most environmentally damaging, least flexible, would take the longest to put into service, and will do the least to reduce the number of cars driving up the canyons. Improved bus service, a shuttle system, or Bus Rapid Transit would all be better solutions. I am encouraged to see that disincentives to the use of private vehicles are being considered, in conjunction with improved public transportation – this will be necessary to convince people to leave their cars outside the canyons.</p> <p>The idea of exchanging public and private lands in order to cluster development and allow permanent protection for undeveloped land is a good one. However, it is important that the details be fully spelled out before any development is approved, based on these exchanges. For example, if additional culinary water for the Alta Ski Resort base area is made available, it must be clearly defined how that water is to be used. It would be far more detrimental to Environment (and Recreation), if that water was used to enable the construction of ‘cabins’ in Albion Basin, etc, where development has been water-limited, than if that water was used for high-density housing (hotels, condos) in the Alta base area. It must be clear how that water is to be allocated before its ‘cost’ as a bargaining chip is assessed. Most importantly, the nature of the ‘protection’ of Public Lands that are to be preserved must be clearly defined and permanent, before this protection is exchanged for development allowed elsewhere within the Wasatch. Absolutely this must be something more permanent than the Forest Plan – it must be codified in federal legislation or executive order, preferably the former.</p> <p>Expanded ski resort boundaries are detrimental to the ‘Environment’ system, and not a clear benefit to the ‘Recreation’ system. Many who recreate in the canyons would prefer to do so outside of ski resort boundaries. Backcountry skiing is the only downhill snow sport that is growing, in the US. Expanded ski resorts are detrimental to backcountry skiing activity in the Wasatch. As far as catering to ski resorts and real estate developers; we, as Utah residents and US citizens, are not obligated to foster the continuing growth of the ski areas or real estate development. We are not obligated to give up the mountain experience that we love, just so the ski areas and real estate developers can capture additional profit that they feel is somehow ‘getting away’. From a January 14, 2015 New York Times article regarding One Wasatch:</p> <p>“(Utah) Residents have repeatedly said they love their ski resorts but don’t want them to grow. In a study conducted in 2009 and 2010 as part of work on the future of the most popular mountain canyons, nearly all Utah residents interviewed said they did not want resorts to expand beyond their existing boundaries. The long-range plan for the Uinta-Wasatch-Cache National Forest calls for no such expansion.”</p> <p>By Ski Utah’s own numbers, all the revenue generated by skiing/snowboarding (not only tickets and gear, but lodging, meals, car rental, etc.) accounts for less than 1% of Utah’s economy. Why are we degrading our Wasatch Mountains and canyons to please such a small industry?</p> <p>In general: before any development piece of the compromises can begin, it is critical that environmental impact evaluation be completed. The Mountain Accord concept is necessary for planning the future of the central Wasatch, but it is essential that we do not allow a rush into development without careful consideration of its impact.</p> <p>I support ONE Wasatch and over-the-snow connectivity on private property</p> <p>I support improved transportation to/from Utah’s ski resorts - it will help our putrid air quality and road congestion, as well as safety.</p> <p>All of the proposed changes to the Mountain Accord project are wonderful and should be implemented. Thank you for all of your work toward this great improvement!</p> <p>I fully support the one Wasatch concept. As a member of the governors office of economic development board, I feel this is a critical component to managing our transportation based economy and the challenges of growth for the next 20+ years.</p>		5/1/2015
<p><del>I support over the snow connectivity.</del></p>		5/1/2015
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<p><del>I support over the snow connectivity.</del></p>		5/1/2015
<p><del>I support ONE Wasatch and over-the-snow connectivity.</del></p>		5/1/2015
<p><del>I support ONE Wasatch and over-the-snow connectivity as well as improved transportation to/from Utah’s ski resorts. The European areas have done a great job of connecting resorts and developing transportation systems in very crowded and compact regions, while maintaining a really enjoyable mountain experience for everyone. As crowds and impacts on the mountains continue to grow here in the Wasatch, we can learn a lot from the European model about how to manage resorts effectively and maintain the incredible mountain experience and access that we are so fortunate to have</del></p>		5/1/2015
<p><del>I support improved transportation to/from Utah’s ski resorts. I believe it would save energy and improve the air-quality in Salt Lake County.</del></p>		5/1/2015
<p><del>Let’s all look on the bright side of life!</del></p>		5/1/2015
<p>I support the Mountain Accord process and ONE Wasatch and improved and enhanced transportation to and for the ski resorts on the Wasatch Front. As one who promoted the ski industry for 8 years as Managing Director of the Utah Office of Tourism (as well as Film and Global Branding), I know the economic importance of the ski industry. Not just from the skiers, but also from outdoor recreation enthusiasts who enjoy it’s hiking and biking trails and those who visit to get in beauty and out of the valley. We have, as we promote, "The Greatest Snow on Earth". Let’s make the appropriate plans to also provide and enjoy the One Connectivity and transportation necessary, that will enhance the experience, protect lives and the environment</p>		5/1/2015
<p>To Whom It Concerns,</p>		5/1/2015
<p>The ski and snowboard industry is significant to Utah’s tourism economy. In a world where travelers can choose where and how they spend their vacation dollars, Utah need to remain competitive and innovative in order to lure these travelers away from surrounding states and other areas of the world. For this reason I support ONE WASATCH and Over-the-Snow Connectivity! This effort will improve transportation to/from Utah’s ski resorts and give the State a competitive advantage when competing for out-of-state visitor dollars. ☺</p>		5/1/2015
<p>I am in love with the Wasatch. I ski, hike, climb and run in these mountains nearly every day. I started my time in Utah living up in Little Cottonwood Canyon and will always have a deep connection to these mountains. I support the direction the Mountain Accord is taking with its proposed blueprint especially in that it takes into consideration that the road towards generating policy should be fluid and more research can always be done to improve and inform decisions. I support seeking federal protections and establishing environmental monitoring and reporting. I also think that generating a fees system, although not initially popular, would be a good means of generating funds that could be used towards trail maintenance and would hopefully cut down on the people who just drive up our canyons and don’t actually do anything while they are there besides pollute. I support keeping further development out of the canyons. I am curious to see what sorts of transportation alternatives will eventually be proposed and look forward to continuing to be apart of the conversation. Thank you for including me</p>		5/1/2015
<p>I support:</p>		5/1/2015
<p>One Wasatch and the OVER the snow connection between resorts.</p>		5/1/2015
<p>Improved year round transportation in ALL canyons - including Millcreek.</p>		5/1/2015
<p>I oppose:</p>		5/1/2015
<p><del>The tunnel from Little/Big Cottonwood to Park City!</del></p>		5/1/2015
<p><del>I support ONE Wasatch and over-the-snow connectivity which would establish Utah as the premier US ski destination.</del></p>		5/1/2015
<p><del>I support ski area connectivity and improved transportation to/from Utah’s ski resorts. I stand strongly in my belief that such improvements will not only help Utah become a global player in the skiing landscape, but it will distinguish Utah from its competitors.</del></p>		5/1/2015
<p>Attention Mountain Accord Process:</p>		5/1/2015
<p>I support ONE Wasatch and over-the-snow connectivity to help Utah’s economy and improved transportation between resorts.</p>		5/1/2015
<p>Thank you for your time and effort.</p>		5/1/2015
<p>Train is my vote, up little cottonwood... just like we have done it in Europe in the 19th century in high altitude...</p>		5/1/2015
<p><del>It will bring a safe, consistent ride up to ppl... and scenic ride!</del></p>		5/1/2015
<p>I am in full support of the Mountain Accord and look forward to more connectivity between the ski resorts. The train through Alta will be a great improvement to the transportation problem and provided a much needed addition egress to a close out canyon. Great work.</p>		5/1/2015
<p><del>I support ONE Wasatch and over-the-snow connectivity. The ski area connectivity would help UT’s economy, and would make my trip to the ski areas safer, faster and more convenient. Thanks.</del></p>		5/1/2015
<p><del>I fully support the Wasatch Backcountry Alliance stance toward the Mountain Accord blueprint. Thanks for your work.</del></p>		5/1/2015
<p>To Whom It May Concern:</p>		5/1/2015
<p>I applaud all the transit plans and land preservation strategies that Mountain Accord has developed, but I strongly believe that water and water usage will become the most crucial part of this debate. Offering tax incentives for ripping up lawns and parking lot strips, slowly raising water costs or taxes based on income and not just on water usage, having city-wide watering schedules that are strictly enforced (with extremely heavy fines at stake) and also offering tax breaks for families that have two children or less might be good additions to this plan.</p> <p>Thank you.</p>		5/1/2015

<p>I'm a backcountry user, so I want the BC to remain BC. Simple. If you want more details, reread the Wasatch Backcountry Alliance position. I've quoted the Summary below.</p> <p>Also, please look at the map of the Wasatch and Colorado overlaid on top of Europe at <a href="http://wasatchbackcountryalliance.org/resources/">http://wasatchbackcountryalliance.org/resources/</a>.</p> <p>This shows clearly what a small area we have to protect in our backyards. I believe we need to preserve as much of it as possible in its current state.</p> <p>We do not support an interconnection between Big Cottonwood Canyon, Little Cottonwood Canyon and Park City, or any combination thereof.</p> <p>This includes tunnels. The resulting direct, cumulative and indirect impacts to dispersed recreational experiences and the environment are potentially significant, while economic costs and benefits to the public are not known. As a next step, we strongly support development of a purpose and need statement that balances the "Systems" Mountain Accord is addressing, without giving undue bias to any one element or proposal. Only then can an environmental analysis that considers an appropriate range of alternatives be conducted. We believe this range includes measures designed to provide reliable, lowest, low-impact transportation to both dispersed and developed recreational nodes in the Canyons. .</p> <p>We support the general outline of the Cottonwood Canyon Task Force proposal in concept, with several important considerations:</p> <ul style="list-style-type: none"> <li>o Private land transfers and/or preservation actions must include Grizzly Gulch.</li> <li>o Land swaps should be pursued immediately, as a precursor to future development. Lands would be placed into a designation providing a higher level of protection than under the current forest plan.</li> <li>o All ski areas expanding their footprint on public land would establish an uphill route inside their permit boundary, and will consider boundary restrictions. These efforts will help minimize the impacts of expansion on backcountry terrain and compensate for lost access.</li> <li>o We support the other provisions – water rights and development – proposed by the CCTF, contingent on land use regulations and approval following public environmental review.</li> <li>o Alignment of the new lift in Honeycomb Canyon will not drop below the elevation of the current lift and will not terminate in the Silver Fork drainage (e.g. it will remain in Honeycomb).</li> <li>o We support a bus-based transportation system as outlined in our proposed Transportation Alternative presented in Appendix C</li> </ul>		5/1/2015
<p>The main objective of your proposal appears to be to reduce the number of cars in the canyons. I disagree that it is a problem.</p> <p>If your proposal is accepted and completed, the SLC mountain experience will be a "Disneyland" experience - tunnels, light rail systems, more long chair lifts, etc. This is not like Europe with its' vast mountain areas. The money spent on your proposal will be a big waste of "other people's money".</p> <p>I ski a lot in the winter (my wife is a ski instructor), and I don't see a big traffic problem unless there is an accident or a "blue bird powder day". The number of cars in the canyon will automatically be reduced when the public feels that crowds are too big and the wait times at ski resorts are too long. People will then drive to other areas to ski, hike and bike. (BTW, most bicyclists are a danger to themselves and others, especially going downhill too fast when the roads are wet and icy - FYI, I am a bicyclist. Maybe some limits should be placed on them.) The proximity of the canyons and populated areas here is unique, but perhaps some people will have to get used to driving farther to recreate like the rest of the country.</p> <p>If you want to reduce the number of cars in the canyon, it can be done by simply limiting the number of legal parking spaces along the roads. I have seen this done in California. Many ski resorts limit the number of tickets they sell, and this automatically limits the number of cars. The resorts could sell parking spaces in the summer for more income - free enterprise!</p> <p>Requiring people to take a bus is unacceptable. It is very inconvenient to take all of your equipment on a bus, especially for the east coast visitors who fly here in the morning and expect to ski in the afternoon. In addition, you rarely know the weather conditions on the mountain when you start in the valley, so having a car at the resort is really necessary for most people.</p> <p>It is ridiculous to make canyon users have a canyon pass. Can't you envision the back up at the bottom of the canyon as people stop to show their pass or buy one.</p> <p>Also, it is ridiculous to add a tax to the purchase of a ski ticket. It is already a big expense to buy a ticket and food for a day - especially for a whole family. And, why should skiers have to pay an extra tax when other users don't?</p> <p>I feel that the proposal went overboard in trying to sell the agenda of the environmentalists and big government proponents who think spending more of other peoples money will solve their perceived problems. You used "climate change" repeatedly when you really meant "global warming" - which is still unproven. Other irrelevant issues were also mentioned.</p> <p>Thank you for the opportunity to comment. I hope the final plan will be more practical and less costly.</p> <p>P.S. Why aren't some of you aren't at city and county meetings when the politicians are approving big concentrated housing developments along the foothills?</p>		5/1/2015
<p>To whom it may concern. The traffic in the canyons will only get worse in time. Utah needs to plan and take action. European ski resorts have dealt with this issue with large parking lots in valleys below resorts and trains or tramways to the resorts for the public and limited vehicle access for employees. Plan now or the future is grim as the gridlock will only get worse. It will become a supply and demand algorithm eventually....access will go to the highest bidder and they will not be from Utah.</p>		5/1/2015
<p>I also support improved transportation to all Utah resorts.</p> <p>Thanks.</p>		5/1/2015
<p>As a native of Utah who has been skiing for over 40 years, I have seen a variety of changes take place at the different ski resorts and areas they are located. Most of these changes have luckily been for the good of the resort and the skiing experience. I think that the Mountain Accord would only add to those past decisions. Having taken numerous trips to ski in Europe over the years, it always amazed me that we didn't have more connected resorts in the US and especially Utah. In addition to not having more transportation options to/from the different resorts that didn't require driving in a car.</p> <p><del>Hopefully some sort of not all of the Mountain Accord will continue on.</del></p> <p><del>I am in total support of One Wasatch, and the inter-connect. It will put us on the map, create a distinct competitive advantage to other states, and add to the wonderful experiences we enjoy living in Utah.</del></p>		5/1/2015
<p>I support One Wasatch and over the snow connectivity which will continue the progression of Utah's tourism industry.</p>		5/1/2015
<p>I support improved transportation to and from Utah's Ski Resorts as a resident who lives in one of our ski communities and commutes to the SL Valley each day.</p>		5/1/2015
<p>Amidst the flood of comments, I was searching for a unique angle based on my concerns and experience in the backcountry. I would like to focus my comments on the protection of Grizzly Gulch as undeveloped backcountry terrain. In my opinion, youth, beginner, and intermediate backcountry users are underrepresented in this debate. Easy to intermediate terrain is in short supply in the Wasatch, especially at higher elevations. If one is trying to give a child, visitor, or beginner a chance to learn and experience touring in a relatively safe environment, Grizzly is the ideal spot. On high-risk avalanche days, those of us with a lower risk tolerance can get out and enjoy our beautiful canyons. If the drought conditions of the past several winters continue, Grizzly will remain ski/rideable when other low angle options such as Mill D are not. Please preserve Grizzly in order to provide human powered backcountry recreation for all ages and skill levels.</p>		5/1/2015
<p>As currently proposed, under a smoke screen of caring for the environment, the Mountain Accord seems to be a blueprint for massive economic exploitation and commercial development. Expansion and linkage of the area ski resorts is inappropriate, as are the grandiose transportation plans that go beyond improved bus service.</p> <p>The Central Wasatch Range is actually a very small and fragile geographic and topographical area. This region should remain as pristine as possible, as watershed for the Wasatch Front and habitat for non human creatures. Further human intrusion should be restricted to hiking and backcountry skiing. The future generations that will inhabit the Wasatch Front will be much better served by a Wasatch Range that remains wild, affordable, and 'quaint'. The non commercial simplicity of Alta and Brighton are very unique and should not be spoiled. ☹</p>		5/1/2015
<p>I think it's a great opportunity for the Wasatch, but needs to be balanced properly. The land-swap trades for land to be placed into national forest is totally great! But there is still a chance that the Mountain Accord will want to put a lift in connecting Brighton to Alta and elsewhere. I don't believe this will provide any real transportation solutions and personally I think we have enough and will loose adjacent backcountry if resorts are allowed to expand. Further, I'm believe that any additional lifts connecting resorts throughout the Wasatch would be an eye sore in contrast to the natural surroundings. However, the train and bus options are definitely something we need.</p> <p>Thank you for the consideration,</p>		5/1/2015
<p>To Mtn Accord,</p> <p>I am a resident of Salt Lake County. In general I prefer to use the Cottonwood Canyons for recreation year round.</p> <p>I go there to get away from city life and would not like to see any more roads nor ski links between resorts.</p> <p>More cars mean more pollution and more dangerous driving conditions to the Cottonwood canyons.</p> <p>Alternatively, mass transit bus routes could be improved and the park 'n ride lots do not have enough capacity in the locations where people tend to use them for the canyons.</p> <p>The Park City transit lines and lots are fine-tuned and seem to work well in my limited use during the winter. I also enjoy Park City in the summer.</p> <p>I do not feel the need to link Park City to the Cottonwood Canyon resorts a la Euro style resorts and am concerned about the impact on wildlife which is the main reason I use these areas!</p> <p>In the last 15 years, I have seen moose in MillCreek Canyon &amp; Bear Trap Fork- Big Cottonwood Canyon, a bear at the Canyons Resort and a cougar on White Pine ridge in Little Cottonwood Canyon. I like how these areas are diverse and access is different between the 3 Canyons and Park City.</p> <p>Unless there is a true study of current wildlife and an EIS on wildlife for each stage of the Mountain Accord, I do not support any development in the Millcreek and Cottonwood Canyons.</p> <p>Thank you for allowing public comments!</p>		5/1/2015
<p>I support improved transportation in our canyons and a long term plan to maintain quality backcountry only space while managing the needs of our growing ski tourism.</p>		5/1/2015

<p><u>I support over the snow connectivity, not the current Mountain Accord blueprint.</u></p> <p>The idea of a railroad up Little Cottonwood Canyon came as a surprise, even a shock to most people. For those who followed the Envsion Utah mountain planning process, it was a reminder of what they had heard before. For even fewer who had read and remembered the human history in the canyon, it was a curious "full circle" argument.</p> <p>As for me, it was an exhilarating refresher of an idea I "brainstormed" when I was a poor, struggling University of Utah student living in a rooming house in the winter of '72-'73. In the model railroad hobby the verb would be: "imagined". I had arrived in Utah in the summer of '71 as a minig engineering major to work a summer job at Kennecott's Arthur and Magna concentrators (now supplanted and razed) on the hill above Magna. I was so enraptured by Utah that I stayed and transferred to U. of U. that fall. By the second winter, as a life-long railfan and history buff, I had learned the history of Little Cottonwood Canyon, and read about the unique narrow gauge railway the mining companies had built from the junctions with the standard gauge common carriers in the valleyto the mines at Alta. At first, short strings of ore "jimmies" were pulled up the canyon by horses and mules, with single loaded jimneys coasted down with a man applying a primitive manual brake. Eventually, a type of steam locomotive propelled by meshing gears, called a "Shay" after its inventor, was used to more efficiently, and especially more safely yet slower downhill, haul the ore jimmies. The grades on the canyon right-of-way were much too steep to employ a conventional side-rod driven steam engine which relied on steel wheel on steel rail adhesion to not only propel itself, but also pull a viable load of tonnage. Much of the current highway to Snowbird and Alta, especially in the upper 1/2 - 2/3 of the canyon is built on the railway's grade. Besides learning that, in preceding years I had read several books surveying world railways, and had inculcated quite a knowledge of Swiss railroads for someone who had never traveled there.</p> <p>My conception for Little Cottonwood, since a Swiss style rack railroad was the only practical rail transit which could haul passengers up and down the canyon, was to build the railroad on top of the highway grade, since the highway would be decommissioned as a public road and converted to a mostly one-lane private access/utility road for the railroad, private property owners and government agencies and utilities in the canyon. The shared rail/road right-of-way would be widened at selected strategic locations for rail passing sidings or set-out spurs, or to retain 2 lanes or provide a pull-over lane for the private road. This would be accomplished by cutting further into the northside up-slope and/or putting in more base fill grade on the southside down-slope. Due to snow slide paths being well documented, custom designed location-centric snow sheds could be built in all slide paths. These would NOT be conventional snowsheds with solid walls on both sides, Rather they would be "verandah"-style with only one solid wall hewn into the north up-slope side, a plain sloping roof with southside overhang to facilitate slide movement, and an open southside "wall" consisting only of the necessary support posts for the snowshed roof/cover. The open, "veranda" southside wall would let in natural light in all seasons; allow better air flow to ventilate, especially when internal combustion machines are use on road or rail (during maintenance or emergency situations); and, conveniently and critically, be excellent locations for double-track and/or 2-lane road situations.</p> <p>The proposal for a "mountain railway" to not just go up Little Cottonwood Canyon, but through the ridge to the top of Big Cottonwood Canyon, and then again through the Spine of the Wasatches to access Park City and/or Deer Valley Resort is extraordinarily BOLD, AUDACIOUS, INNOVATIVE, FORWARD-LOOKING, not to mention leading to a truly sustainable future.</p> <p>We are in the midst of an out-of-control population explosion that shows no signs of ending, and only a few instances of easing its rate. To paraphrase a common folk phrase: so many, too many, "cannot see the overpopulation for the people." The only way to channel and ameliorate this humanity crush into L.C. canyon is through the medium and means of a railroad—a railroad that is the EXCLUSIVE public transportation into the canyon—and I mean ALL PUBLIC transit: no private passenger vehicles allowed, except for such things as shuttles in the resort properties. This capture of public transit will enable the railroad to be operated as a for-profit enterprise which allows the company to finance its very expensive construction, especially its 2 monumentally expensive tunnel projects, using NO government financing, ONLY loan guarantees if need be. Eventually all construction loans would be paid off, at which time fares could be lowered from affordable to cheap, with consequent continuous annual operating profits which would not only pay steady blue chip dividends to smart shareholders who bought in, but also, provide continuing funds for equipment upgrades and facilities improvement.</p> <p style="text-align: right;">END OF PART 1.</p>		<p>5/1/2015</p> <p>5/1/2015</p>
<p><u>Bring train up Parleys canyon - not cottonwood.</u></p>		<p>5/1/2015</p>
<p><u>I support ONE Wasatch and over-the-snow connectivity.</u></p>		<p>5/1/2015</p>
<p><u>I support One WASATCH and over the snow connectivity.</u></p> <p>It would be fun and it would allow us to compete with other ski resort towns.</p>		<p>5/1/2015</p>
<p>As an Environmental Planner and resort employee, I fully support the stated objectives of the Mountain Accord. Although, I am concerned that there needs to be more emphasis on preserving open space and limiting development of any kind. Once our open space is developed, it's gone forever. Public opinion consistently supports preservation and conservation. Emphasis should be on preserving the environment and improving public transportation within the current infrastructure. I do not support an interconnect of any type. Please revise the blueprint and make preservation of open space a top priority.</p> <p><u>Thank you for considering my comments.</u> ☺</p>		<p>5/1/2015</p>
<p><u>I support ONE Wasatch and over the snow connectivity.</u> It would be great for Utah, great for the entire industry. ONE Wasatch will create a unique and important messaging point as well as a competitive advantage in the destination ski market.</p>		<p>5/1/2015</p>
<p><u>I support the effort to connect all ski resorts in the three canyons. It's only right that they finally are connected.</u></p> <p>Hi,</p> <p>Here are my comments to the Mountain Accords Blueprint for the future of the Central Wasatch Mountains (also attached as a Word file).</p> <p>I moved to Utah in 1992 to spend one winter season. Now, I have lived here for 23 years and the reason is the mountains. We have easy access to recreation, beautiful mountains with both great ski areas and backcountry skiing, sometimes from the same parking lot. That is special; it is something I like to tell my family and friends in Europe. I lived and worked in Little Cottonwood Canyon for 7 years and know how special it is. What I really treasure about the Central Wasatch is the feeling you get when you're in the mountains, so close to the city, but yet so far away. It's amazing, considering it is a fairly small mountain range. With the small size and increased recreation and business pressure come challenges, both on the environment and transportation. I appreciate the public process that the Mountain Accord facilitates and the opportunity to submit comments. Following are some of the key issues that are closest to my heart.</p> <p>I use both the ski resorts and the backcountry areas, and value both just as much. Land swaps are crucial to ensure that prime outdoor areas are protected from development, and that some development is encouraged at the base areas of ski resorts. But, expanding the ski resort boundaries is not necessary for bringing more people to the Wasatch, nor is it a solution for the transportation problems. Expansion will only degrade the recreation experience, for backcountry users and ski area users alike. We need breathing room, not mountains with man-made structures wherever you see. In a small mountain environment it will not take much to turn the mountain into suburbs of Salt Lake City. There's nothing unique or special about that. It is Disneyland packaged in a winter scene. In particular, Grizzly Gulch should not be developed and needs to be in the land swap package with the area from Emma's to Mt. Superior. Grizzly Gulch is special; it is very family friendly, encouraging people of all ages to become more active.</p> <p>One of the goals listed in the Mountain Accord mission is to develop an urban-mountain brand that is unique in the world. We already have that. We just need to improve on what is there, and make it accessible for more people. Gear sales are on the rise for backcountry winter activities. The increasing popularity has made it to national news sites such as New York Times and Forbes Life. On the economic side: diverse, balanced offering of activities will win over lopsided heavy emphasis on one particular use.</p> <p>I have traveled to the mountains by car and by bus over the years. For the most part, the travel is not so bad. But then there are the days when everybody wants to get up there, which creates a huge traffic problem. I believe connecting the city and the resorts with trains and tunnels is too big of a cost compared to the value of the solution. That money is better used somewhere else (schools for example). A more efficient bus offering is necessary. Encouraging carpooling is a must. Driving alone in a car on a high use day should be discouraged. Also, connecting resorts via lift will not solve any transportation problems. It is just a marketing tool, and an unnecessary one. Another issue too is that Alta does not allow snowboarders. How does the connection work then? Not for all, that's for sure.</p> <p>Thank you for making this process so public. Don't let the economic pressures from ski resorts outweigh the natural environment qualities and health, and the quality of life. There's a lot to lose if expansion happens.</p>		<p>5/1/2015</p> <p>5/1/2015</p>
<p><u>To whom it may concern:</u></p> <p>I am a Salt Lake city resident and recreate in the wasatch mountains regularly in the form of hiking primarily. I've lived here since 2003 and have noticed that the canyons are heavily used for recreation by many different interests. Its hard to handle and provide for competing interests. Since its important watershed for millions of residents all or the bulk of consideration should be given to watershed protection and environmental protection. Development has always been proposed since I've lived here primarily from ski resorts that purport to support the community and be careful stewards of the environment. To the contrary it appears the resorts primary interests are to themselves and higher profits. We have seen this continually with snowbird and current proposals to connect Park City and the canyons. Certainly these proposed uses are inappropriate given that only very few people will benefit while the risks to the community will be spread to all who live in the metropolitan area. As a simple matter of equity this would be unfair and inappropriate use of public lands. Increased runs and snowmaking are also real threats to the community and would only benefit a small number of people for a limited period of time. In short, environmental protection should be the guiding principle in any future proposals in terms of management in the central wasatch range. ☺</p>		<p>5/1/2015</p>

<p>I am writing to provide comment on the proposed Mountain Accord. I've noticed that the proposal works to balance the economy, environment, recreation and transportation. The balance should be weighted heavily on the environment. That being said, it's difficult to say that a multi-billion dollar investment to increase economy, transportation and recreation outweighs environmental impacts. However, if the next steps are carried out with careful thought and priority on the Wasatch environment, then this could be beneficial to all Utah residents and beyond. Please consider the following comments:</p> <ol style="list-style-type: none"> <li>1) The Park City to Little Cottonwood transit corridor should be limited to mass transit. If not, then the amount of private winter/summer traffic vehicles in these corridors would increase dramatically and negate any environmental benefits.</li> <li>2) Their should be a cost to access Big &amp; Little Cottonwood canyons with private vehicles for non-canyon residents. A notable amount of private traffic traveling these canyons has no intent beyond taking a "windshield tour" of the canyon. People will not make a change unless it hits their wallet. It reasonable to expect a fee to access the canyons with a private vehicle if the choice to use public transit is waived. Of course, this would not apply to residents of the canyon that already pay high property taxes in the canyon.</li> <li>3) The accord should be contingent upon a all resorts involved agreeing to a "all-mountain" pass similar to Vail Resorts Epic Pass</li> <li>4) The Accord should include plans to increase restrictions or provide intermittent parking areas along the canyon roads. There are currently no rules for parking and is causing danger to the public.</li> <li>5) The three "E's" need to be paramount...Environment, Environment, Environment. That being said, we agree to allowing the resorts to benefit from the increased users resulting from the accord; however, the resorts should not be granted a right to develop additional lands and further exhaust the canyons' resources (ie, water, preserved lands, species and habitat). This concession in exchange for other considerations being presented by the resorts is unacceptable. We need to preserve the lands we have left and cannot buy into the hidden agenda of "big money." I'm very afraid that they see this as the next step in their grand real estate play. Please do not let this happen.</li> </ol> <p>Thank you for considering our comment. We are putting a lot of trust and hope that these words will be heard and seriously considered.</p>		5/1/2015
<p>My thoughts/comments regarding the proposed blueprint- I am concerned that this blueprint seems to be overly development driven. Ski area expansion is not a transportation solution. For me ski area expansion into Grizzly Gulch is an absolute red line. Grizzly Gulch lies at the head/intersection of upper Big and Little Cottonwood canyons, development in this area would permanently negatively effect human powered recreation the the core of the Wasatch. I am somewhat skeptical about any transfer of public land to private entities. Alta and Snowbird already operate almost entirely on public land. I think we need to see some very specific numbers- for example how much the ski areas are paying in lease fees vs their total proceeds from the use of our public land- before there is any more talk of transferring more public assets in to private hands. I also cannot support the proposal to link Little and Big Cottonwood Canyons and the Park City area with either rail, road, or tunnel connection. This again would seem to involve spending a lot of public funds to benefit the ski resorts. It is not clear to me how bringing in more skiers from the Park City area is going to relieve congestion in Little Cottonwood canyon. A little background- I moved to Utah in 1991, spent a number of years living and working in Alta and now live in SLC. I enjoy skiing both at the resorts and in the backcountry in the winter and mountain bike extensively in the summer. I do not feel that I am anti ski resort/industry so much that I believe enough of the terrain in the Wasatch has been dedicated to that use.</p>		5/1/2015
<p>I wholeheartedly support One Wasatch. We need to be proactive in dealing with the challenges of moving people around in fewer vehicles. Utah needs to collectively market its ski areas as one while highlighting the diversity of each. It is an economic boon!</p>		5/1/2015
<p>Hello Mountain Accord: In transportation planning for the Central Wasatch please recognize a pressing safety need cyclists have for increased shoulder width in Wasatch Front canyons. The absence of adequate road shoulder pushes cyclists into traffic lanes and this not only creates user-conflicts but places riders in harms' way. Area riders desperately need wider road shoulders in all Wasatch Front canyons and especially on the up-hill right-hand lanes. As populations grow, bike density in area canyons will continue to expand making this a high priority for active transportation planners, and I hope, for MA strategists too. Thank you for listening, and thank you for making this channel available,</p>		5/1/2015
<p>The Mountain Accord blueprint addresses many important issues such as a trail network, transit service, and reduction of traffic congestion. However, the survey for public comment creates several questions for me due to the lack of details provided to survey takers. Parts of the blueprint are written in such a way that if feels as though we are being lead to believe the rail line is the direction we need to go and support. I am concerned about the cost of a rail line, the environmental impacts of it, especially on the watershed, and the tunneling that comes with it. What are the costs to mass transit riders in this valley who depend on it for transportation? And what is the trickle down impact on low-income riders for an elaborate rail system up the canyon designed primarily for visitors? If the fundamental goal is to reduce traffic congestion and move more people efficiently up the canyon, with less environmental impact, then there are better options than the rail line. I hope the executive committee has not bought off on the rail line at this point and keeps things like the BRT (Bus Rapid Transit) on the table. ☹</p>		5/1/2015
<p>I feel that the bus system is far from optimized and if well thought out it could service all users year round more effectively than a tunnel. we also need increased parking at the mouths of the canyons. I also think we need to charge a per vehicle fee or have an annual pass to provide incentive to ride the bus. A tunnel is not needed in the Cottonwoods and would destroy sensitive lands for generations to come. I support permanent protection for Emma ridge to Superior in LCC. Grizzly Gulch should also be put into protection with NO chairlift. There need to be areas where people can walk in the summer and year round for free and have solitude and be in nature. If the chairlift in Honeycomb is a consideration, it need to be aligned so that it does not impact the silver fork backcountry. I support enabling the ski resorts to utilize more water for snowmaking</p> <ul style="list-style-type: none"> <li>• I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> </ul> <p>I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation. Overall I have found the "blueprint" to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the past several months. Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires. thank you, ☹</p>		5/1/2015
<p>I support ONE Wasatch and over-the-snow connectivity. I support the Mountain Accord study and planning process. There is some controversy over whether Summit County would want a train to end in Park City after coming up Little and Big Cottonwood Canyons. If a train is determined to be the best alternative and Summit County is not interested in being the end of the line, then they should have the ability to opt out of that particular plan. Keeping status quo on giving us access to the central Wasatch is not an alternative with a projected doubling of the population. I support over the snow possibilities and new transportation alternatives to improve public access into the Central Wasatch. I believe the summer access and dispersed recreation need is possibly more important than the winter skiing access. One of Utah's strong economic development brands is an active lifestyle in close proximity with ease of accessibility to mountain recreation venues. Mountain Biking, Hiking, Skiing, technical mountaineering are all major draws for the workforce of our future. Companies locating and expanding here are trying to attract the best and brightest of the Millennial Generation. The Millennials are very mobile and have a high interest in an active lifestyle. The Wasatch Front and Back will continue to attract major employers like Adobe and Goldman Sachs because of the lifestyle they offer by living here. Easy access into the mountains is critical to allow this work force to hike, ski or bike before or after work and be able to enjoy a balanced work and recreational life. There is balance that can occur with the stakeholders involved with Mountain Accord. Keep the process working and find that balance between the environment, water resource, recreation and protecting Utah's unique asset of having a mountain playground so close to a</p>		5/1/2015 5/1/2015
<p>Utah's Air Quality according to the National Standard is not what Utah would like it to be, I don't recall the rating but according to media reports air quality could be a lot better, Winter Especially ??? The question that I have ??? is this issue about connecting and creating larger Resorts/ Ski Areas or is it about transportation ??, if it is about transporting people from one area to another and keeping them out of their vehicle, buses etc.I think maybe it's a no brainer ??? Just my own personal opinion. Lets think even further from the normal and envision connecting Resorts to each other and also to the Salt Lake Valley, is this crazy or what !!! But if some type of transportation, Cable or Rail could be implemented , MAYBE this would lessen the Air Quality Problems and Make Resort Transportation a bit more efficient !???? Again just my own personal thoughts. Thanks</p>		5/1/2015
<p>Dear Sir or Madam, Improved transportation would make my trip to the ski areas safer, faster and more convenient. It also would serve the tourist industry and improve Utah's economy. I urge you to make this a top priority. Thank you,</p>		5/1/2015

<p>Mountain Accord, I support the development of mountain bike trails that cross between the trails in Wasatch, Utah, Davis, Salt Lake and Summit County. <del>Also support some sort of mass transit system/connectivity to help limit the cars in the canyons etc.</del></p>		5/1/2015
<p>As a former SLC resident and frequent visitor to the Wasatch mountains, I would like to support the highest protection from development of this incredible mountain range. The access to a quality, backcountry makes the Wasatch unique and makes SLC an amazing place to live. While the economic drive to expand continues, this ultimately degrades the experience in the Wasatch and in the long run will be very detrimental. I do not support inter-connecting the canyons via any means including tunnels. I strongly believe that Grizzly Gulch should not be developed and should remain preserved. I think that as much land as possible should be preserved. If this means land swaps I support those to prevent future development. Ski lifts should not be put into Silver Fork Canyon. Any ski area expansion should require uphill skiing and boundary restrictions should be evaluated to allow as much backcountry ski option as possible.</p>		5/1/2015
<p>Please connect all ski resorts over The snow. Tramways chairlifts . This Is the only and cheapest way. Forget expensive tunnels and Monorails.</p>		5/1/2015
<p>Mountain Accord, I am a Salt Lake native who uses all the local canyons very frequently, I have several concerns with the mountain accord. Me and my family ski in our world class resorts and I ski in the backcountry. I do not support any resort interconnection, I believe currently the Wasatch offers both world class resort and backcountry skiing, to which I both use. As a local resident who has decided to remain close to the central Wasatch to raise my own family, largely because of the skiing; I fail to see how an interconnect of ski resorts would benefit me or family in the future. Our resorts or awesome an interconnect wouldn't resolve transportation issues, and appears only to be novelty concept to allure tourists. I think preservation is absolutely necessary in the Grizzly Gulch area for backcountry access. As vast as the Wasatch is, this is the most accessible high elevation trailhead (important particularly in winter like this one). Preservation for an rapidly increasing backcountry usage is imperative. Final, I don't support a tunnel, I think a mass transportation improvement is needed. Living 20 miles from the top of both canyons; taking public transportation with indirect routes, more than doubles the one way commute time versus driving. Living in the valley this is neither a logical or convenient solution. I would hope public transportation can be improved so it can become one. Thank you for your consideration.</p>		5/1/2015
<p>A short summary of the plan of mountain accord would be to say, "how can we drop more people into these mountains that are already under strain from the multiple uses of each season." Perhaps it would be better to plan funds, manpower and civic plans for finding other mountain areas with no present strain beyond the city side of the Wasatch mountains and provide ease for city dwellers to commute out to new areas. If a national forest is failing under use, why plan on increasing the use at great expense when it is really other national forest land that could be incorporated into the growth that could deal with population growth. The population growth is in the suburbs. New roads and trails could easily solve the problem.</p>		5/1/2015
<p>The plan for the transition of private land to public in exchange for ski area expansion and additional development is great. However, lifts should not be built in grizzly gulch, up mt wolverine, or anywhere that makes terrain in grizzly gulch and wolverine cirque sidecountry or within ski area bounds. This area needs to remain backcountry. The other ski area expansions are fine, and the idea of another lift to make the Brighton- solitude connection better is great. Thanks,</p>		5/1/2015
<p>Utah is coming together to be a connected ski industry and a connected ski location. The flow of skiers between resorts will have a dramatic and expansive effect on locals and vacationers. The scale, size and feel of a day on the slopes in Utah will expand into what feels like a vacation in a day. It poses problems for some and solutions for others that is the truth but it poses opportunities and offers conservation within a ski system instead of between them. We all love our Utah resorts, one day we hope to have Utah as a resort... to leave one and enter another without a border that relies on a ticket or a location but is ski Utah and connect Utah. ☺</p>		5/1/2015
<p>To whom it may concern, My only comment, as a long term resident (Since 1974) and having enjoyed the uniqueness of the Wasatch Mountains all these years (and yes I am a resort skier, hiker and back country user) is I hate this "blueprint" of trying to "improve" this very fragile area. I do not believe that our watershed or mountains will be "improved" (only to the benefit of the ski resorts). I have only attended one meeting at the SLC Public library (transportation and economy) a while back and I was not impressed about how the transportation plans are being proposed. Tunnels, Trams, gondolas, linking resorts, etc. Lets work with the bus system ideas, yes, this is not "upscale" idea but these mountains are very unique. NO more expansions and development in the canyons. NONE</p>		5/1/2015
<p>Dear Mountain Accord, I think it's great that you all are bringing attention to the beautiful mountains that we all have to share and enjoy, and our really exceptional water supply, and the need to protect them as the population and tourism grows in our state. I'm sure that all of you have many different parties, with mostly economic interests in mind, who wish for you to make decisions in their favor. I think that, since these mountains are all of ours, though, we should consider what would be best for the people who use them, which is actually all of us, since every last one of us uses water. Many of us also use the mountains as a way to enjoy and experience nature. We are so lucky to be able to live in a city, and have this accessible wilderness so close to us. That is what is so great and unique about those mountains - they are wilderness. So, I believe that our first duty is to preserve this wilderness, for the sake of our water supply and for the sake of our human need to experience our earth untouched. The way to preserve our wilderness is not to tunnel and bulldoze through it, running trains and trams through and across it's amazing canyons and creeks. There are roads that already exist up these canyons, allowing us to access them. The answer is, rather, to limit the numbers of vehicles that can be up there at any given time. Access to the mountains would be permitted. They could be free permits, but they would be a requirement. Some people might think that this is a nuisance. They might think and feel that they should be able to go up into those mountains whenever they feel like it, but those same people will probably also realize that the reason they go into the mountains is to get away. If you allow the whole city into the mountains, complete with a train, it is no longer "getting away." And the effect of too many humans on wilderness is destruction. Requiring permits would be allowing use, but preserving what we love about it. For those who want to hop up there at the last minute, maybe there could be busses that anyone could take without needing a permit. Perhaps you could work out a deal with the ski industry, making sure their quotas could be met, while limiting the number of cars that are allowed to go up there. As far as the private land amid this wilderness, take whatever money would be used to build a train up the canyon, and use it instead to buy up as much private land as possible, and turn it into wilderness. I realize that none of my suggestions promote economic growth or jobs, but they do promote the best interest of the people who drink the water that trickles down those mountains, and the people who watch the seasons change on the trails in those canyons. I have no doubt that all of you have the ability to more efficiently haul crowds of people around those mountains, and turn it into something that could end up being like an outdoor adventure theme park. But really, what we love about those mountains, even what tourists love about those mountains, is how untouched they are. Instead of coming up with the best plan of how to change them, I'd rather you came up with the best plan to keep them the way they are. Thank you for your consideration.</p>		5/1/2015

<p>I have been involved with land management, recreational access, and environmental protection issues in the Wasatch since the 1980's. Despite frequent controversy, progress has been made. Unlike some in the environmental community I view the Mountain Accord process with deep skepticism. What I see in the blueprint is an economic development proposal with a veneer of environmental protection and land transfer. The "recreation" component is largely what Ed Abbey eloquently termed "industrial tourism." For the blueprint to be a good deal for the general public the protective elements like land transfers to public ownership, watershed protection, and permanently defined ski area boundaries must be implemented as an integral part of any development elements like zoning changes and consolidation of private lands near the highways. The transportation vision does not adequately consider funding. Is the taxpayer being asked to pay for ski industry infrastructure? The idea of tunnels between the canyons was opposed by environmental groups at the time of the Olympics, and I believe the concerns of that era are still valid. The proposed "regional trails" look like mountain bike thoroughfares that will be of no use and possible detriment to hikers, bird watchers, and others desiring a quiet experience in the mountains. In my travels I have examined land management in areas such as the urban interface National Forests near Los Angeles, the mix of wilderness and ski areas around Aspen, Colorado, and the heavily used forest areas in New England. The Mountain Accord seems much more pro- development than what is on the ground in other heavily used mountain areas. Some change in the Central Wasatch is inevitable, and I will watch this planning process closely. Perhaps the final blueprint plan will strike a reasonable balance between protection and economic activity.</p>		5/1/2015
<p>Hi, I want to thank you all for valuing the local public's input because, quite frankly, I think we are the ones impacted the most by the decisions that are going to be made. With that said, as a Salt Lake resident and more importantly, someone who spends a lot of time recreating in the nearby Wasatch mountains, I implore that there not be any future development of these beloved mountains. When I first moved here from Ohio, I was blown away at the beauty and prospect of spending years discovering these mountains. It's been five years now and while I'm far from bored of these craggy peaks, I have come to realize that this range tiny! It is already difficult to feel like you've truly escaped when you can see Snowbird's tram from so far away and most hikes in the Cottonwoods are littered with chair lifts. For backcountry skiers, high elevation north facing terrain is coveted as it gets the most snow and remains the best quality of snow. It is no coincidence that this is where the resorts have placed themselves. Sure, an extra lift here or there, and a boundary extension doesn't seem like much now, but what we have to remember is that they already operate in the best possible terrain! Add low snow years on top of that (last four seasons) and the acreage available to backcountry skiers and various other user groups diminishes at a startling rate. I understand the ski resorts are business and would like to expand but why should their interests be given priority? It is well known that the locals are not in favor of resort expansion. Are we going to develop and permanently alter the Wasatch further for the sake of tourists and the resort executives? Ultimately, I just wish that the individuals and groups making the decisions that affect the Wasatch Mountains will refrain from approving development that will permanently mar the beautiful land that so much of us love. I won't go into the hypotheticals of global warming affecting the ski industry but I will say that the canyons are enjoyed year round and as such, should be preserved for year round activities, not just winter. Thanks again,</p>		5/1/2015
<p><b>Please protect our beautiful mountains from further development. We have enough! It is our duty to protect what is left of our God given wilderness</b></p>		5/1/2015
<p><b>I support the Mountain Accord initiative. It's good for the Utah economy and the snow sports industry.</b></p>		5/1/2015
<p>More needs to be done to protect the canyons and the Wasatch. The current version of the plan leads us down a path that is hard to come back from. Minimalistic development with a plan to encourage greater ridership of current transportation and benefits for those who seek alternative options on high traffic days while refraining from large scale projects that disrupt the area and water supply are what I would like to see. We only get the chance to halt these developments once, while the future holds bountiful opportunity for change as better options emerge.</p>		5/1/2015
<p>Hello, my name is Gandhi. As a user of backcountry and also a season pass holder for the past 15 years I would like to join in agreement with all those who Wouk like to preserve our canyons as they are. No more lifts and definitely no more tunnels and development. Wolverine cirque area needs to stay the way it is for backcountry users, as a snowboarder who also rides and enjoys both sides; the backcountry and the lifts I would like for our canyons to be protected for further development. Let's keep our resorts as they are and out backcountry protected. Resorts have enough accessible terrain. Further development and drilling a tunnel through a mountain is going against preserving and taking care of our environment. We need more details and more information our to Lucas and public</p>		5/1/2015
<p>I appreciate the opportunity to respond to your hard work. May I preface my comments with this quote: "A man [sic] on foot, on horseback or on a bicycle will see more, feel more, enjoy more in one mile than the motorized tourists can in a hundred miles." — Edward Abbey, Desert Solitaire As a year-round resident of Alta beginning my thirteenth year here in the Canyon, I appreciate the attempt to create a big picture proposal on how to manage population growth and user groups in the Wasatch Canyons. I find it unfortunate that the proposed solutions are predicated on public land swaps largely benefiting ski areas, particularly the Flagstaff-Emmas through Grizzly Gulch areas in trade for the main swath of acreage in development zone of Alta proper. What a sweetheart deal for the Alta lift company, one which will in one fell swoop create a company town owned by the privately held interests of the Alta lifts. The incentives are hardly tempting—a billion dollar plus taxpayer funded train through the mountains to Park City, limitless numbers of tourists traveling back and forth through that corridor without spending a dime to stay slopeside in Alta, the potential destruction of the business models the Alta Lodges have worked to create, and more skiers skiing out the coveted snow even faster and with less regard for the environment in which they're skiing. Ease of access does not create reverence, just like overproduction of anything does not create value. Why should visitors to Alta pay attention to the environment at all—they'll be able to travel to it without the natural limitations of Little Cottonwood Canyon's winding two lane highway and the avalanche abatement that keeps people indoors (and commands a premium to stay slopeside in Alta) when snow levels are high. All upside for the lift companies throughout the Wasatch, but all downsides for the community, skiers, and ultimately the product of the natural beauty and natural carrying capacity of Little Cottonwood Canyon. I always find it interesting to watch our guests, having worked in hospitality since I first arrived in Alta, in how they respond to interlodge and being unable to leave the lodges or their homes in Alta when Avalanche control work is being done. Most freak out. Perhaps, for the first time in their lives, their modern conception of themselves as captains of the universe are challenged. They are unable to meet the timelines which they insist they must maintain in order to go back to work, make their flights, catch their shuttles, etc. Some guests, and they often become the guests that "get" Alta and return again and again, most for decades, grasp that here Nature, that ephemeral beauty that becomes more elusive every year, refuses to be tamed. Humans are humans with a small h, and the Mountains and the forces that are larger than us still rule. There are fewer and fewer places in the world that allow us to acknowledge that we as human beings cannot and should not reign supreme. Some people will pay almost any amount of money to be reminded of that, and many will sacrifice a great deal to protect places that make this truth obvious. Alta is one of those places. Don't muck it up with expensive boondoggles like a tunnel train to Park City and the thin inducement of a base facility area with more employee housing and a community center. As if an artificially created base facility area that hasn't grown organically with a more robust year round economy here will be created overnight with these structures. As others have noted, there are natural limitations to the carrying capacity of Little Cottonwood Canyon that are already in place, such as the limitations of the highway and the necessity of avalanche abatement work. I suspect the train has traction because it is a workaround for another legal limitation, the forest service's restriction on allowing traffic up canyon until all parking spots are filled. My positive suggestions with an eye to big picture solutions? Work to acknowledge that limited access to any desirable drives up value. If you strive to be bold and innovative, close Little Cottonwood Canyon to cars and make public transportation free, like Crested Butte, Aspen, and Zion National Park. Watch the animals flood back in and watch tourism numbers and dollars increase as they have in the wildest places in the world like the Kruger in South Africa. As the Canyon is being loved to death by seeing annual visitation numbers that purportedly rival the National Parks, I'll propose a land swap. Make the areas from Superior through Grizzly Gulch National Monuments. If the ski areas kick up a fuss, remind them that they have benefitted from public land use in creating multi-million dollar industries since the late 1930s, and limited, profitable, reasonable growth is something that the public can and will support. Stop being such greedy gusses and enjoy what they have created in a reasonable way. They're pushing their luck in being so short-sighted with their development ambitions. After all, even with our current supposed crisis over transportation to the mountains, we still enjoy arguably the most accessible skiing in the world from an international airport and a major metropolitan area. Disincentivize car use by tolling those that choose to drive up any canyon. Make bus service more robust, and dedicate part of the current road to a rapid bus service lane. Invest in avalanche sheds. They are much less expensive than rail systems or re-routing the current highway. By the way, it would be great if you made this process more democratic. It is not necessarily true that our public representatives will represent the public's will in these matters. Thank you for letting me voice my opinions, and for galvanizing discussion by your proposals.</p>		5/1/2015

<p>As a local ski instructor for forty years I do not support the interconnection of Little Cottonwood Canyon, Big Cottonwood Canyon and Park City by any means including tunnels. After forty years of working at our resorts I now spend the majority of the winter in the backcountry of the Wasatch. The environmental impact and the non existent benefits to the general public are so overwhelming huge that to pursue this idea for the benefit of the very few elite that would be served is a horrible plan for the future of the Wasatch. I do support the continued pursuit of low impact/low cost plans for improvement of the transportation systems in the canyons, i.e. bus systems. I do not support the idea of a train in Little Cottonwood Canyon. I do not think it would serve the majority of users, especially we locals, that frequent the canyon at various points other than the resorts.</p> <p>I support the development of a purpose and need statement that has more balance in regard to the "Systems" that the Mountain Accord is addressing and is not biased to any one element or proposal or user group. The Wasatch belongs to us and we should not be asked to give up access or preservation for economic development that benefits the few.</p> <p>I believe that the Grizzly Gulch/Tuscarora area needs to be preserved and also the Silver Fork area needs to be preserved as backcountry. I'm OK with base improvements at the resorts. I truly feel that all of the ski resorts should maintain an uphill travel route through their terrain. They could even sell special passes for use of such areas. To continue to prohibit all uphill travel at the resorts does a huge injustice to UT residents and out of town guests looking for avenues of winter exercise near the resorts.</p> <p>Please accept these comments in regard to the Mountain Accord Blueprint.</p>		5/1/2015
<p>I am the oldest of four members of the Charbin Trust that owns an old family cabin on Snow Haven Lane. My family bought the property in 1897 and built the cabin, which still stands, in 1904. It is the second oldest cabin in Brighton. Our water supply comes from a dedicated spring that was deeded to us by the State of Utah in 1897. The oldest cabin in Brighton (1901) is still owned by the original family and is also located on Snow Haven Lane a stones throw away.</p> <p>These cabins are useable about 3 1/2 to 4 1/2 months each year depending on the arrival of spring and fall. Yet the taxes on our cabin are almost twice as high as our 3,000 square foot house on an acre in Holladay.</p> <p>There have been many changes to the Canyon over the years, some good, some bad, some that reflected expansion greed and some that showed good stewardship of our lands. I am very concerned when I hear that the Mountain Accord plans have not been fully disclosed because they are in the "development period." You can gather all the public comments in the world but without specifics it means nothing.</p> <p>What has been disclosed, and appears to be the driving force is the ski industry. Conversations about how the skiers can go from one canyon to another "just like Europe" show the true colors of the plan. I'm curious what percentage of skiers or boarders would want (or can afford) to ski all the canyons in one day or change every day especially as some resorts don't allow snowboarders and each resort has a different degree of difficulty. I agree that we need the tourist dollars but we don't need to "prostitute" our mountains to get them. Expansion can't always be the answer just as we don't need to destroy the local charm of our mountains to accommodate the growing numbers of users in the canyons.</p> <p>One proposal shows a tunnel from Brighton to Park City. From what I could see on the map it appears the opening would be on Snow Haven Lane. That either destroys our cabins (and the others nearby) or makes it impossible to access them. Where will it come out in Park City? How will it affect the water from all the old mines and what about the changes in elevation? How much water will it destroy in Brighton?</p> <p>Another proposal is an aerial tram on the East side of our property. How nice for us to have to have our property littered with crap from above and our quiet hill side where we often see deer defaced with hideous towers. Either proposal will likely destroy our spring leaving us no water.</p> <p>The dollars needed to implement the Mountain Accord proposals are staggering. Where is the money coming from? Special interest groups pushing this idea? Already overburdened tax payers? What if I don't want my 111 year old cabin destroyed or loose our water? What about the other property owners? I understand eminent domain has not been ruled out.</p> <p>I haven't seen anything on how we will increase fire and police protection or the water shed. What about the infrastructure? Many parts of Brighton have no water or fire hydrants. Speaking of water, property owners have long been told that Brighton water is really "virtual shares" that there are no more shares available. Two years ago the price for a share, should you find someone that would sell, was \$50,000. Where is the water going to come from for all the people that come with the expansion?</p> <p>What about sewer? We were forced to connect to the sewer even with our extremely limited use and now have received a letter stating we will be billed for year round sewer even though it is impossible to use the cabin after it freezes.</p> <p>What about the additional power needed? More ugly towers? A new power plant? More cell towers?</p> <p>Why can't we charge a small toll for cars and trucks that don't belong to property owners like American Fork Canyon? Why can't we make the bus service more efficient? The current bus schedule from Salt Lake to Park City is very inadequate. Multiple runs in all three canyons would help. We could probable offer free bus service for 100 years for the price of the proposals. Don't complain about the snow and buses getting stuck. Give me a break. Weigh the percentage of days or hours lost with a stuck bus against the construction of a train up one or two canyons, not to mention the tunnels or trams.</p> <p>I know one objective is to decrease traffic. Did it ever occur to anyone that the traffic and lack of parking are actually keeping the canyons from being over run? If you replace cars with a train up (for example) Little Cottonwood and a tunnel to Brighton, the number of hikers, bikers, campers, fishermen, etc could quadruple or more. I have visions of a solid mass of bikes and hikers on every trail and fishermen side by side on the streams. Not to mention that there will have to be transportation from the tunnel to the various spots and trail heads in the canyon. A huge bus terminal? What will happen to the ecosystem and the watershed with that many people?</p> <p>I know we are smart enough to figure out some solutions. Let's start with a reasonable approach instead of a massive, massive project that is irreversible once begun.</p> <p>Thank you for this comment period.</p>		5/1/2015
<p>Our family and friends think of Utah as our other home and we continually enjoy introducing it to many of our friends and they all love it! The ONE WASATCH has been introduced and of course, my avid skier of a son and husband were thrilled that it can become a reality and the new skiing areas and ease of transportation for me as the chauffeur of the clan is very attractive.</p> <p><u>We support One Wasatch!</u></p>		5/1/2015
<ol style="list-style-type: none"> <li>1) I think we should charge autos for using the canyons. We should charge single riders more.</li> <li>2) Take the income from the autos in #1 and fund a better and cheaper bus system.</li> <li>3) We should be smarter about the size (big and small) of the buses and the scheduling. The buses should run from the base of the canyon and to the resorts with the ability to stop at various places along the way.</li> <li>4) Why can't we get electric buses that capture the energy coming down only to re-use it on the way back up? My car does. Units such as this will make financial sense, environmental sense, as well as everybody feeling better about mass transit in the canyon.</li> <li>5) I love my ski resorts, but they have enough of our small and precious mountain range. They need to live off of what they have. period.</li> <li>6) Lets not forget about the folks who use the back-country to ski. I have seen 40 years of back-country skier giving up terrain to ski resorts, pushing folks into more difficult and dangerous areas.</li> </ol> <p>Thanks for the opportunity for me to comment.</p>		5/1/2015
<p><u>I'm resenting this:</u></p> <p>While I know that change, development and conservation of our most wonderful Wasatch Front is needed, I worry about the motivating factor driving the change. I understand much of the mountain land is PRIVATELY owned, that money and those land owners are powerful, that all of us mountain users need to "SHARE", the blue print is looking at public moneys which are weak. I know the roads, parking and trail maintenance are most important in keeping the mountains healthy. I worry about the "watershed" reports used are outdated, the low snowpack years not offsetting the cost the ski industry is putting into their pockets, and the UTA not currently being able to stay in the black.</p> <p>I know we all have to give a little, but the transportation piece is most worrisome to me.</p>		5/1/2015
<p>I can't imagine having a drivable connection between Alta and Brighton will not affect the watershed.</p> <p>I also can't imagine a drivable connection between Alta and Brighton helping to mitigate the parking capacity issue.</p> <p>Though the interconnect is probably a done deal, it is clear that it is a tourism promotion gimmick more than a popular expansion of ski terrain. Think about it. Skiing from Deer Valley to Snowbird and back? How many skiers will actually want to do that? And, if done because of curiosity, how many will want to do it again?</p> <p>The transit discussion in Little Cottonwood Canyon is important. To consider a tram in place of cars has two problems. One, the cost of a tram system and the number of cars needed to move skiers/visitors up and down the canyon is mind boggling. Two, is the question about parking at the bottom of the canyon. Above ground would become the biggest cluster imaginable. Underground would be a Kennecott sized dig.</p> <p>A bus system is akin to the Tram but slightly less expensive.</p> <p>Why not consider improving the ore-cart roadway on the south side of Little Cottonwood Canyon and make Alta Canyon a one-way drive; one lane up and one lane down. Above and below ground parking in Alta would be less expensive and intrusive than at the bottom of</p>		5/1/2015
<p>I have a Ph.D., in computer science. I work remotely for a worldwide company headquartered in California. I can live anywhere I want. I choose Salt Lake because:</p> <ul style="list-style-type: none"> <li>- hiking the Wasatch</li> <li>- quick access to an international airport</li> </ul> <p><u>The wasatch does NOT need further development</u></p>		5/1/2015
<p>I recommend that all ski resorts start a paid parking of \$5 per vehicle that come to use their facilities and park in their lots. This money should go directly towards the government transportation expansion plan. No tax dollars should be used to foot the bill for any transportation expansion in the canyons. Those who take public transportation would not have any parking fees. This would cut down on vehicles in the canyons and put the costs on those who impact the area the most.</p> <p>I also would recommend looking at the different strategies that have been used in areas of Europe for their ski resorts. After extensive research you should implement the best one based on the environmental impact towards our watershed and wildlife, the economic feasibility on a cost based analysis and a path for continued growth. The Wasatch should not be for sale, but it can be for rent as long as the landlord (government) holds all the cards. Local tax payers should not have to foot the bill for any expansion, that should lay at the hands of the ski resorts who want more people attending the services that they offer.</p>		5/1/2015

<p>Not sure but I hope this is the place to make my comments. If not, please forward to the appropriate place/person.  I am a long-term Park City resident. Owned since 1997 and retired here in 2003. My wife and I have enjoyed the area since then and are eager to see continued improvement without the over-development and destruction of the ambience that we cherish.  Traffic: of course, we have noticed the increased congestion and occasional traffic jams and are concerned that the increasing population growth will exacerbate this situation. However, after having lived in Europe and on the East Coast, we don't think that this is nearly as serious a problem as many of our friends and hysterical residents. Getting to Salt Lake is still relatively easy and access to the airport is the best we've ever had. So, everybody chill out.  Tunnel: we would love to be able to ski all 7 Wasatch resorts and that would certainly create a world-class ski area. However, the idea that a tunnel is necessary to accomplish this objective sounds like an overstatement and would be an extremely expensive solution. We have skied the Quatre Valles area in France - Courchevel, Meribel and Val Thorens - those villages are all connected with above ground lifts and should be the model for the Wasatch resorts. So, it seems to me that an expensive, under-utilized (4 months/year, mainly daylight hours, mainly for tourists and skiers, etc...) is not a good idea, nor an effective way to spend anybody's money, public or private.  Public transportation: improved public transportation between Park City and the Salt Lake Valley would benefit all parties. A system that would be used during the whole year, by tourists and commuters alike would make sense. I know that there are commuters in both directions and I assume that the growth projections show increasing volumes. Some sort of improved public transportation would be justified. Just adding lanes to I-80 is not the solution - see Houston - not doing anything also does not work - see Austin. Maybe extending the existing light rail system from the Valley?  Benefits to Park City: I am concerned that just making it easier to bring tourists to Park City for a day or evening and getting them back to Sandy or Draper or ??? would not benefit Park City significantly; in fact, it would just increase the crowds here and not add much to our economy. Tourists need to come here, stay, eat, shop, etc... not just come to play and leave. I understand the issues associated with the access to both Cottonwood Canyons, but that should not be allowed to dominate the planning process.</p>		5/1/2015
<p>Thank you for the work done so far on this plan. I have many comments but I would like to keep things brief and focus on some aspects most important to me.  From the economy system group, I appreciate the goal of improving the quality of experience for residents and visitors, and the metrics of visitors that can reach key destinations without an automobile in less than an hour.  I think it would be extremely beneficial to have a connection between Fashion Place and Big or Little Cottonwood, whether it be a continuation or TRAX or a creation of a light rail transit system. It is very difficult to get to those mountains without a car. I bike everywhere in the city and take buses or TRAX when needed, but biking to the mountain and home is exhausting. I live in center city, but for those in downtown or the avenues it is almost impossible.  From the transportation system group, I appreciate the goals of accommodating and encouraging bike and pedestrian use of transportation corridors, and ensuring the transportation experience is safe and promotes health. Sometimes biking is hard because the lanes have debris in them or dirt is blown up from passing cars. Increasing the number of protected bike lanes and other options are important to explore.  Providing incentives that Reduce Vehicle Miles Traveled (VMT) increase safety in addition to improving air quality and other environmental benefits.  I also support increasing the percentage of trips to-and-from mountain destinations accommodated by alternate modes (i.e. non-SOV, mode split) and providing access to a range of destinations (activity and development centers as well as dispersed recreation).</p>		5/1/2015
<p><b>** I support ONE Wasatch and over-the-snow connectivity.</b>  <b>** I support improved transportation to/from Utah's ski resorts.</b></p>		5/1/2015
<p>Our response to the Mountain Accord Study  To All Mountain Accord members,  Thank you, thank you for studying these problems and for trying to come to an agreement. These are the areas that we believe are most important:  • Protecting the public domain of the Central Wasatch Mountains.  • Study the impact on the mountains, to protect the watershed, wildlife and environment.  • Keeping development outside the canyons and retaining the character and quality of the local areas.  • We heartily agree that we are not Europe, and surely not Colorado, California, or Canada. We should recognize our uniqueness and want to stay that way.  • Watershed protection is a priority in any mass transit development. Single occupancy vehicular traffic is unacceptable. Park and ride is a necessity.  • All aspects of avalanche control should be respected, and safety recommendations followed by all citizens &amp; tourists without question.  All of our canyons are different, and it is fun to be able to decide among friends which area is the consensus for each day. The diversity and beauty of each canyon is not to be overlooked. We do not need or want overhead snow chairs going by, diminishing our enjoyment of the natural beauty. We are used to our canyons and treasure each of them in their natural state. We feel that the resort connection issue has been concocted by the ski business is to appease the affluent as a novelty and to make more money. Let's leave our canyons alone as much as possible and let them retain their quiet beauty, interrupted only by the cascading stream. Let's not mess with this! Every time we put a stream under a road, we are sorry for its loss. I agree that we should get people to the canyons, not through them. In our family we have five generations of environmentalists (we used to call them Nature Lovers). My grandfather was the foremost naturalist in Salt Lake City at the time with his world-class collections of insects and bird eggs, all categorized by species, date, location, and collector. In my grandparents home that is all we heard people talk about - birds, insects &amp; butterflies. School children were invited to see these collections, to identify and to study them. My father carried on all of the traditions of Grandfather. His idea of fun was to go to the "Black Sews" to watch for birds. As a young man he wanted some skis, so he had his brother make him some. They were long heavy and had a screw at the front of the ski for winding up rope to go uphill. As a physician and surgeon my father made house calls to patients homes night and day. He loved having company on his frequent calls. His enticement on Sunday calls was "If you come with me we could go up the canyon and watch the birds". We always took him up on that invitation. Back to the matter at hand - To decrease the need for connections between resorts on the Wasatch. Mountain Accord suggests that bus rapid transit, rail, limited single occupancy vehicle use &amp; increased park &amp; ride could be a less invasive abuse of our canyons. This would certainly decrease the need for resort connections. "Any solution that has a negative impact on watershed, environment, flora &amp; fauna would be irresponsible." I thoroughly agree. As part of the land exchange, I was pleased that Mt. Superior would be protected. I was shocked that anyone could think of desecrating such a magnificent mountain. It must never be possible to do so. I believe that it is true that 96% of Utahns agree to protect our wonderful mountains &amp; canyons for all future generations. The Guardsman's Pass road should be closed in the winter, as is now the practice. Why do we need to connect the ski resorts? They are doing fine. An open road in winter only means more development. Please leave Bonanza Flat alone in its beauty for all to see and respond to. The giant hotel almost to Guardsman's Pass is so insensitive to the land and destroys the awesomeness of reaching the pass. Let's retain Bonanza Flat in a pristine state. Last observation - It is sad that it is now so difficult for young families to be able to ski together at the resorts without spending a fortune. Skiing shouldn't be just for the wealthy. When I was in High School our parents gave us a dollar to go skiing (60 cents for bus fare and 40 cents for rope tow tickets). We packed our own lunches and leaned against our crossed skis to eat lunch. Below us a magnificent view of White Pine in all it's pristine glory. We flourished in the powder, the rope tows were hard to hold onto, but we were "skiing".  Last year I was invited to lunch at Snowbird. After which we were invited to go through the mountain in the new tunnel. On the other side we looked down at White Pine. I felt sad looking at a crisscrossed dirt roads and a maintenance truck.  Therefore our priorities:- No tunnels through the mountains.- No new roads connecting ski areas.- No overhead lifts connecting canyons.- Watershed protection as the #1 priority.- Access to the canyons from the city for all.  Salt Lakers have always been great picnickers. Its "up the canyon" for brunch with bacon &amp; eggs, biscuits, hot coffee or for steak dinner with freshly cut corn on the cob or a basket of sandwiches. Each time we appreciated our camp spot in the canyon.  Let's not hack up the mountains for projects that only reward the privileged few. Each of our canyons is unique and presents a different experience on the ride up. This is very much a part of the pleasure, always amazing, always worthy of our respect.</p>		5/1/2015
<p>There has been too much emphasis placed on business interests and not enough on stewardship and reversing the mistakes of the past.  Billions of Dollars on tunnels and railway lines! Money that will never produce an economic return, even measured in centuries (otherwise private entities would be clamoring to do it). How does that create a sustainable, vibrant economy?  More pandering to a ski industry that has already benefited so much from exclusive use of public land. Look at the valuations now placed on those ski areas!  Look at the maps! Designate what's left for human powered. Require the ski areas to swap their key parcels of land (Grizzly, Emma, Flagstaff) for the land under their ski lifts, or pull out those lifts!  Don't allow the ski areas more land for base area development.  Just congestion charge/price LCC road. The market will find solutions: Uber, Lyft, ride share vans, etc.</p>		5/1/2015
<p>Though I can understand the perspective of people not wishing to see further transportation developments in the Wasatch, I find that viewpoint short sighted. The population of the Wasatch Front and Back has been growing at an amazing rate and shows no signs of abatement, due in no small part to the opportunities for easily accessible outdoor recreation. At the same time, traffic congestion, and automobile related pollution threaten everyone's ability to enjoy these resources. Viewed in this light, it is important for us to look beyond short term solutions and look towards sustainable transportation options to get people to their recreation destinations, whether they be modern ski resorts or rustic trail heads. Looking at the mass transit options offered in Europe, Japan, and even nearby in Zion national park is essential. Though perhaps initially viewed as inconvenient and environmentally unfriendly, the installation of a train or monorail, and the subsequent ban on all passenger vehicles in our canyons would create a much more streamlined, less environmentally impactful commute to our destinations of choice over the long term. Ease of use, affordability, and environmental soundness are paramount to this discussion, as an imbalance of any of these aspects could render the project a failure. All these things considered, however, and the Wasatch could provide a model for future urban/outdoor integrations around the world.</p>		5/1/2015
<p>Inherent in utilization of the Wasatch front is access for singletrack mountain bikes, and avoidance of motorized intrusion.  Thank you for the opportunity to comment.</p>		5/1/2015

<p>just submitted my comments on the webpage, but wanted to make sure they went through.</p> <p>I am a Salt Lake resident, have been for 18 years. Love the mountains, and glad to see the accord is making best efforts to improve access and preserve our mountains!</p> <p>I am an avid biker both mountain and road.</p> <p>I did not read much on how the accord is going to improve road biking conditions up the canyons. I would hope that if rail systems or the like we put into the canyons that bike lanes or wider shoulders could also be integrated.</p> <p>As for the mountain biking. I feel like salt lake is falling behind on our trails systems. I speak mainly of the shoreline by the U and avenues. While cities like Draper have made huge improvements, drawing all levels of mountain bikers, and high school teams to their trails, there is no real draw to the U shoreline.</p> <p>I would love to see and be a part of developing similar trails systems to corner canyon here in the Salt Lake hills. Some uphill and downhill specific trails. Some real gradual casual trails and some with berms and rollers. Is anything in the proposal for such things?</p> <p>I know I am speaking of an area not on the map, but what are the mountain biking trail improvements for Parleys, or Millcreek, or Cottonwoods?</p> <p>How about the land from Parleys summit to Lambs canyon on the South side of the freeway? Is that public land?</p> <p>I often think when I load up with all my biking friends as we travel to Jackson Hole, WY to ride Teton Pass. Why cant we have this same thing in Parley's Canyon? Or East Canyon? Or Emigration Canyon?</p> <p>I would love to hear more about the biking plans for these areas and how I can get involved.</p>		5/1/2015
<ol style="list-style-type: none"> <li>1. "Station stops on a mountain-rail system which would provide reliable, fast, unique, and marketable transit to the resorts and to major dispersed recreation access points. The canyon road would still be open to vehicular traffic."</li> <li>--- This sounds a lot like SkiLink, an idea that was going to do more harm to wilderness areas than it claimed. That idea could not overcome the immense cost of the proposed service and the time it would have taken to go between resorts on either side of the Wasatch. I am not sure this new, proposed, rail system will be any better.</li> <li>2. RE: "The Wasatch trail system...supports a wide variety of recreation uses, including activities such as mountain biking, which have experienced an explosion in use. In some areas, high use is leading to resource degradation, particularly on trails that were not originally designed for recreation uses."</li> <li>--- The enhanced trail system should not cross what is now considered the last area of roadless wilderness in the central Wasatch. Any expansion into existing wilderness only threatens watershed and wildlife habitat with human encroachment.</li> <li>3. I am hesitant to support improving and, especially, connecting the existing regional trail network if that will allow greater access to areas that are currently hard for humans to reach. The increase in traffic will undoubtedly do more harm than good. For example: mountain bike trails were built at Dead Horse State Park to accommodate increased numbers of mountain-bikers visiting Moab; however, they have not always stayed on allotted trails and damage to vegetation and the cryptobiotic soil near the path (in addition to trash that is left) is plainly visible. There is also the fact that the camping experience for those that are not mountain bikers and who don't want to be part of that culture, has been irreparably damaged.</li> <li>4. The concept of "implement an environmental monitoring program and create an adaptive management plan" needs additional explanation. Who will run this program? How will it be funded? Who gets the final say?</li> <li>5. I heartily support increasing the amount of land under federal protection but how will that be achieved when Utah's Congressional delegates are actively working to decrease federal land protection?</li> <li>6. I support using the "Zion vision" for canyon access but what studies have been done regarding additional parking that will be needed to accommodate this plan? This would surely increase pressure on neighborhoods at the mouths of both Little and Big Cottonwood canyons, just as the streets in Springdale absorb daily parking for a lot of visitors. Has this been considered?</li> <li>7. Will any ski permit boundary expansion affect the current wilderness areas?</li> <li>8. RE: allocating additional water for snow-making — has consideration been given to priorities for access to water if Utah experiences more winters with little snow? What happens if reservoir levels drop and rationing needs to be implemented? Where do ski resorts rank in relation to residents in any rationing scheme? (What California is currently going through provides a good lesson.)</li> <li>9. I completely support the idea protecting and expanding key wildlife corridors.</li> <li>10. According to the Proposed Blueprint, it appears that the public will have another chance to comment during Phase 2; is this the case?</li> </ol>		5/1/2015
<p><u>I'd like to voice my support for more mtb trail funding.</u></p>		5/1/2015
<p>While I understand that there is a growing population and that traffic in the Wasatch is expected to increase because of it, but I don't believe Wasatch traffic will increase linearly with population growth. I believe a more in depth study needs to be conducted in order to better understand the demographics of the population that is expected to move to the Wasatch front due to economic growth. Only then should a decision be made as to how to handle the increased traffic in the central Wasatch.</p> <p>As an avid hiker, backpacker and snowboarder, I don't want any additional transportation added to the central Wasatch. The proposed tunnels, arial trams and light rail systems only serve the ski industry and do not benefit locals. If these systems were to be installed, there is no going back to the way that the Wasatch was before. The Wasatch will be forever scarred and the allure that these mountains currently have will be gone. If that happens, there will be no tourists and these transportation systems will become unsustainable and unneeded. We are not the Alps. We are not Colorado. We are Utah. If people want to be able to ski several (more than 4) resorts in the same day, let them go to those places. We don't want to be just like those places. That isn't who we are.</p> <p>I do not support the mountain accord. Please do not alter the Wasatch!</p>		5/1/2015
<p>The resorts are over crowded as it is, more access will mean even more people. More protection for the environment will be a must but the chances that prolonged upkeep will continue to be funded is a huge risk. Being a horticulturist in park city, I see the extensive damage that comes from the tourism market. I would like to see the tourist areas contained not expanded. There must be better ways to increase tourism revenue without building on backcountry that locals value so much.</p>		5/1/2015
<p>We need to protect our watershed from development. No new construction in the mountains. The water needs to stay uncontaminated for the benefit of all residents of the valley. We can continue to enjoy the mountains while maintaining water quality.</p>		5/1/2015
<p>** I support ONE Wasatch and over-the-snow connectivity.</p>		5/1/2015

<p>I fully support better transportation to the Utah sky resorts. This will be stimulus to our local economy.</p>		5/1/2015
<p>I am in support of the ONE WASATCH proposal which provides for easier over the snow connectivity between the Wasatch Front ski areas. Connecting these ski areas, not unlike what has been done (without any impact on water quality/supply and wildlife) in Europe for the past 50 years, would provide a competitive advantage to the State of Utah Winter tourism which no other winter destinations in the US could offer or match. I am also in support of each area (Summit County, Little and Big Cottonwood Canyons) seeking transportation solutions which would make access to their ski resorts more efficient and more environmentally friendly. I can however not support the idea of rail transportation through tunnels from the Cottonwood Canyons to Summit County. I believe that this idea would be incredibly costly and have serious negative impacts on the environment. <u>Thank you for all the work your group has been doing.</u></p>		5/1/2015
<p>I am in support of the ONE Wasatch Over the Snow proposal to connect ski resorts and provide alternate transportation and connectivity. Ski area connectivity would help Utah's ski resorts to compete with other ski regions and help Utah's economy.</p>		5/1/2015
<p>I have chosen to live and work near the Wasatch because of the wonderful backcountry recreation opportunities available here. The Salt Lake Valley is quietly becoming a major tech and innovation hub due to a large influx of young talented people who are attracted to the beautiful mountains and the recreational opportunities they provide. Please don't shut us all out of the backcountry in order to appease a few land owners. The Wasatch is one of the top backcountry skiing locations in the world. Please do not ruin this unique resource. <u>P.S. Please, no interconnect! Save Grizzly Gulch!</u></p>		5/1/2015
<p><u>I do not support connecting resorts as it will destroy my back country skiing experience</u></p>		5/1/2015
<p>I support One Wasatch over the snow connection of the ski areas. It would help the Utah economy grow, it would not interfere with back country skiers as it is all on private land.</p>		5/1/2015
<p><u>I do not support the tunnel plan to Park City or the trains up LCC.</u></p>		5/1/2015
<p>I feel connecting the ski resorts should have been done 20 years ago! Lets rip the Band-Aid off and get this done! We could rival the ski experience in Europe with the connection. I dont think a tunnel should be ruled out to keep the ridge lines "clean". Start thinking 50 years <u>down the road not just about tomorrow. Im a parent that drives my kid to LCC every weekend and the traffic is unhealthy and unneeded. Thanks for your consideration</u></p>		5/1/2015
<p>I support greater connectivity between the Utah ski resorts in the Wastach range. I do not believe the aerial connection alternatives (gondola, trams) between Little and Big Cottonwood Canyons and the eastern Wasatch should be dropped from future study in favor of expensive rail and tunnel systems. Currently most of the transportation problems are in the winter peak season. Aerial connections have proven to provide the most economical and environmentally friendly transportation links connecting ski resorts and mountain villages throughout Europe, over a number of years. In the winter, they are an extension of the existing lift systems, in the summer they provide a scenic excursion. More consideration needs to be given as to who would likely be the main users of these systems before vast amounts of public money are spent on providing connections that may not be attractive to the end users. The most likely users of connections between the ski areas are destination visitors staying in one location who would like the opportunity to ski at the other resorts during their stay. Transit options that provide better links from the airport to the resorts will be the most successful in convincing these guests that they do not need to rent a vehicle for the duration of their vacation. Aerial links between the ski areas will help Utah compete against other international destinations with large ski circuses. Utah residents with second homes are most likely to use their car to take their family to the resort where they own a second home. Once at the resort, an aerial connection would be an attractive way for them to experience one of the other ski areas. The presence of these connection might make the decision to purchase more attractive. Utah day skiers are more likely to go to one resort for the day and return home, so are less likely to care about connections between the resorts. They want the most economical and shortest trip from their home to the resort of their choice and the transit options must provide this if they are to be convinced to leave their car at home. The cost of transit must be less than the cost to drive and park before people will give up the convenience of the car.</p>		5/1/2015
<p><u>I support improved transportation to/from Utah's ski resorts. That may be as simple as increasing bus options in the Canyons. Right now, I don't think they accommodate busy days very well.</u></p>		5/1/2015
<p><u>I would like to say that I support ONE Wasatch and the over-the-snow connectivity. I also support the improved transportation to/from Utah's ski resorts, which will help all Utahans that love to Ski/Ride</u></p>		5/1/2015
<p><u>Join up the resorts Park City, The Canyons, Deer Valley etc and make the resorts world class!</u></p>		5/1/2015
<p>Hello. These are my thoughts regarding your proposals. I think that no matter what you do, you need to at the very least offset your actions. I want to see investing into renewable energy sources. I want to see that you offset carbon emissions with your financial gains. Anything that you do not offset will come at a cost to the population. We have extraordinary leaders such as Elon Musk who are doing their best to further this earth and to save it from human irresponsibility and I want to see that you guys do the same. You are in a powerful position, and you have the chance to do something great. I support your ideas, but I want to see it done properly. I can only feel good about your efforts if they take us one step closer to a sustainable planet. If you do not at least fully cover your environmental and social cost (pollution, resources used, health problems due to bad air), then you are taking us one step backwards. You have to believe me when I say that my generation is literally fighting for the future. I am 20 years old and come from a family that is heavily involved in Global sustainability issues ranging from packaging to sustainable business initiatives with Al Gore. If you want to be accepted by the forward thinking leaders of this community, you will need to bring us one step closer to a sustainable planet. Remember that.</p>		5/1/2015

<p>We are in a drought cycle. It is not the first; and even if it abates, it will not be the last. The current drought cycle amply illustrates that the common interest which should unite all, residents and visitors alike, is the availability of sufficient water of an acceptable quality. Water trumps all, even economic development and, in my view, even the serious concerns over air quality. Mountain Accord cannot please everyone, nor satisfy all competing interests; hence it must prioritize; and it must place water resources at the top of its priorities.</p> <p>One might say that the uses of the central Wasatch are both "secular" and "sacred". I would label as "secular" those purposes which engage with the Wasatch for the economic value of its resources; and as "sacred" in some sense those purposes which engage with the Wasatch primarily for non-economic values. It has long served both secular and sacred purposes, and should continue to do so. But all such engagements must yield to its most fundamental and universally needed function, that of providing the residents of Salt Lake and Summit and Utah and Wasatch Counties with water. After providing and protecting this four-county water supply, the other secular and sacred purposes should be prioritized.</p> <p>The Wasatch has limits. It has geographical limits, and it has precipitation limits. No amount of wishing or planning is going to increase either. The challenge to the growing communities that surround the Wasatch is not merely to balance the many competing uses of the Wasatch; but also to limit some, and even deny some. All uses of the Wasatch must yield to those limits. The Mountain Accord blueprint assumes that those limits have not yet been reached. For lower priority purposes, those limits may have already been reached. For higher priority purposes, there may be room yet for more demands to be placed on this unique local resource.</p> <p>I have read that everyone has the right to visit Yellowstone Park, but not all at the same time. That means that when more access is sought than the resource can withstand, management must directly or indirectly limit access. This is a fact already well known in many contexts. Visitors to Zions National Park leave their cars at the entrance and ride a shuttle. Visitors to Hwy 150, the Mirror Lake road, are assessed a user fee if doing anything other than passing thru. Grand Canyon hikers and Green River runners are required to submit to a lottery system to obtain permits. The best way to minimize the degradation of our central Wasatch resource in the face of growing uses is to limit access, meaning both traffic access and development access. There is ample evidence that improved access generally means more use of that access, after which crowds will enlarge and uses proliferate. Often it follows that the very resources for which access was expanded are stressed and degraded in quality.</p> <p>I suggest that: 1) the top priority should be water resource preservation for all who depend on it; 2) a second priority should be the preservation of the existing balance of various uses, both "sacred" and "secular"; and 3) the preservation of this marvelous area is best accomplished by discouraging the expansion of transportation infrastructure (no tunnels, no trams). Instead, allow a modest increase in overall usage by finding ways to better use the existing infrastructure (a bus system which serves both destination users (skiers) and dispersed users (non-skiers)). Then the inevitable use of public funds will benefit a larger segment of the local public than the tunnel and tram proposals, which would likely involve the use of public funds for the primary purpose of providing privately owned resorts with another national marketing message, and expanding rather than limiting the already growing pressures on the central Wasatch. ☐</p>		5/1/2015
<p>Dear Mountain Accord Committee;</p> <p>Over the last few months I have spent time attending the public hearings and interviewing Salt Lake Residents and Athletes. Over the last few months, I have developed a great appreciation for everything done by Mountain Accord and all the future plans you have in mind. After learning about what Mountain Accord is about, I am in great favor of it, preserving our lands, increasing transportation, boosting the economy, and maintaining recreation. However, when presenting the topic to others, I have found many people are misinformed. With so many propositions like Ski Link and One Wasatch being presented, Salt Lake Residents seem to believe this is just another one of those plans. For school, I was asked to do a report on something local, something we care about, something that affects us all citizens of Salt Lake. For my report I opted to present Mountain Accord. I have put together a report that is easy to read for those that do not know what Mountain Accord is about. I chose to do this, because after almost three hours of trying to understand the blueprint, I was still lost. For me, the only way I was actually able to understand what Mountain Accord is about, was through attendance to the meetings.</p> <p>Increasing the understanding of Mountain Accord is just about the only downfall I see to the plan. Many people do not understand the information they are being presented with, and it blurs their opinion on the matter. In hopes of giving a clearer view of the proposition at hand, I put together a representation of the blueprint, and developed a video explaining Mountain Accord. I spent multiple hours on this each week; to make me best understand the topic.</p> <p>I grew up here in Utah, at the base of Little Cottonwood Canyon to be precise. I love living here, this is one of the most beautiful places in the country, but it is a shame to see how we are treating the environment. I always thought there were too many vehicles traveling up the canyon, and I am happy to see there is a plan to change that. One thing I do not agree with though, is the idea to put in a train system. The installation of a train would require the extinction of vehicle traffic traveling these roads. There is not the room for a train, but I think the idea is great. If you were to build on the road, it would work, but then you would eliminate cars, which I AM IN FAVOR OF. Think of Zions, half the park is ONLY accessible by transportation provided for by the park, that's how it should be here. Let's change this world.</p> <p>I would love to get more involved with Mountain Accord, if there is anything more I can please contact me at hunterbrighton@gmail.com or cell: 801-455-9021</p> <p><a href="https://www.youtube.com/watch?v=uH3ZPTU_nVg">https://www.youtube.com/watch?v=uH3ZPTU_nVg</a></p>		5/1/2015
<p>The following attached letter had been published in the Park Record. Both Park City and Summit County appear to be wrestling with staying involved. I truly feel this has to be examined further with the community involved, especially the tunnel. I get the feeling that after this public input phase we will no longer have a say. Many of my community members in Park City feel you made your mind up already and the many meetings were just for show. Please prove me wrong.</p>		5/1/2015
<p>just wanted to express my support for improved transportation and connectivity among Utah ski areas. Thank you,</p>		5/1/2015
<p>Keep up the great work ! My kids and I enjoy the freedom and mobility from the service !!</p>		5/1/2015
<p>Please complete this plan ASAP and limit vehicles in our canyons. Thank You!</p>		5/1/2015
<p>I have a few comments I would like to make.</p> <ol style="list-style-type: none"> <li>1 I feel that it is important to keep the canyons and Wasatch back separated. Each area has its own character and history. I don't want park City to take over Big Cottonwood. We should keep areas for locals rather than sell everything for the top dollar, I guess money usually wins out, but planning can steer development or preservation.</li> <li>2 I am OK with some expansion at the ski areas, I feel it can be done without affecting back country adversely. Example Snowbird going into upper American Fork versus going into White Pine. With increasing population the areas will need to expand or new areas open (Kennicott has some nice terrain)</li> <li>3 The best public transportation would be more bus service with more areas to park in the valley. The ski areas could have incentives for ride share and disincentives for single drivers. It will be hard to get people out of cars, I often bring two pairs of skis, hard to do on a bus. Thank you for your consideration,</li> </ol>		5/1/2015
<p>I want to voice my strongest opposition to the Mountain Accord. No trains, not now, not ever! The proposal will allow more destruction in Little Cottonwood Canyon than what 2 atom bombs did in WWII on Japan. How can it be a good thing? Greed and profiteering are the true motives. Throwing in a miniscule amount of enticements to joe average citizen to lull us to sleep while you wreak havoc on our lives now, and destroy the native beauty of this canyon for all future generations should be a criminal offense for all parties involved who are <u>elected officials, government employees, and private citizens who will profit from this. Then see who wants it.</u></p>		5/1/2015
<p>The mountain accord appears to be a genuine effort to balance protection of sensitive lands with economic and transportation development. Some of the stories I hear about roller coasters crossing the access road etc. really concern me. I am a big believer in master planning. I would only suggest everyone go slow. Plan for the protection of the lands first. Restrict the number of cars allowed in the canyon, if needed. Provide high quality public transit. I remember someone even considering a cog-train for Little Cottonwood Canyon and eliminate cars all together. These precious mountains are all of our responsibility to preserve whether we use them or not</p>		5/1/2015

<p>Mountain Accord, My name is Andrew Berwald, and I lived in SLC for 4 years and moved away to California for work last June. During my time in Salt Lake, I spent a great deal of it in the Wasatch and I enjoyed my time there thoroughly. I was a season pass holder all four years and I did a lot of hiking in the Spring, Summer and Fall seasons. The accessible hiking, world-class skiing, and natural serenity provided by the mountains are what I think about most when looking back on my time spent in Utah. I hold the Wasatch Mountains very dearly. I know an out-of-towner's opinion may not matter as much as others, but I cannot support expansion of resorts or tunneling through the mountains. The Wasatch Mountains are an invaluable resource that needs to be protected at all costs. They are not simply an economic tool, they are the foundation on which the entire Salt Lake area is built. They need to be held in reverence, and not seen as an exploitable commodity. They provide the water, recreation, spiritual sanctuary, inspiration, humility and so much more for the local community – not to mention the habitat for the plants and animals that preserve the value of the mountain range. I realize there is a very significant effort from the ski resort companies to develop and further expand into neighboring territory, but this very simply needs to be kept to a minimum. They already have a very significant presence in the mountain range (please see attached picture if you need to be reminded of their proximity and footprint). Allowing further expansion and connection of these resorts would further the impact that they already have on the Wasatch. The gaps between the resorts need to stay to allow for animal travel, and the resorts are definitely already big enough. Look at the size of Canyons on the attached map. That place is already a giant ski resort, even before it is attached to PCMR. Please do not be swayed by the starry projections of jobs and revenue made by the resorts. I don't deny that it is a powerful marketing campaign, but the jobs will only see a temporary spike and the Wasatch simply cannot endure further long-term stress placed by the ski resorts. These aren't the Alps. They aren't even the Rockies of Summit County or the Sierras of California and Nevada. They are the Wasatch – a small mountain range that is already very crowded. The natural resources of the Wasatch need to be preserved at all costs, especially with the threat of drought and climate change looming over the Southwest US. I will be back to ski at Snowbird and other resorts as much as possible as I go through my life. I love the Wasatch Mountains and the Salt Lake City area. However, I do not know if I will be able to keep that promise if they are further "developed" by the ski resorts. This is not development. It is consumption of a limited and invaluable resource. I've read the plans laid out by the Mountain Accord and I cannot stand behind any further resort expansion or tunnels in the Wasatch. The resorts provide a great place for families and friends to get together and recreate with each other. However, we need to be clear. This is not development; it is consumption. The Wasatch has taken millions of years to develop. We would be fools to destroy it in such a short timespan as the era of ski resorts.</p>		5/2/2015
<p>I appreciate the perceived need to provide more transit service up little cottonwood canyon. Alta and snowbird only reach peak capacity 6-10 days per year, less on years like this past winter. I feel the people associated with mountain accord would like to see the train system, a major and grandiose plan and criminally expensive. A few extra buses on the busy days may help those that don't drive well in snow. However, this is a WINTER sport and snowy roads happen. My comment is to be conservative. The two resorts receive a majority of their customers from the local residents in the valley and anything more costly and / inconvenient will lose revenue for the resorts. Skiing is already expensive enough for the locals, who earn much less income than do east and west coast residents. Unfortunately automobiles are the fastest, most convenient and least expensive transportation method we have. And this can be verified by a UTA publication of just a few years ago. And interestingly enough, in a town meeting with one of our state representative last week, he basically knew nothing about the mountain accords proposals. Unfortunately government does need to be involved to some degree, as do the voters. Please be conservative and leave the road as is. A guardrail would really help in regards to safety. Thank you.</p>		5/2/2015
<p>This comment is coming in a day late and may be voided for that reason. Here's hoping it will somehow still make it's way into the pool: Skiing in resorts is wonderful and valuable to Utah's economy. Skiing in the backcountry is wonderful and valuable to Utah's economy. Backcountry needs protection. Equipment advancement is making backcountry skiing more popular than ever. Please add provisions that would ensure grizzly gulch, patsy marley, wolverine cirque and that section of the Wasatch is protected from development. Thank you. I love Utah. Moved here from Washington over a decade ago and I never want to leave.</p>		5/2/2015
<p>To: Mountain Accord Comments. We have studied the proposals regarding the Wasatch area. Our concerns are: Sacrificing the irreplaceable beauty and natural resources for the sake of more development. Allowing further development to dictate the need for additional roads, tunnels and bike lanes. Planning large changes accommodating "dreaming big". We are not anti-development, but hope the parties involved will consider: "Dreaming small" - protecting our environment by expanding wilderness areas. Dropping the idea of a ski interconnect proposed by ski resorts. Establishing trail repairs on a regular schedule. Using established boundaries to keep existing ski resorts from expansion. Not expanding transportation into existing wilderness areas. Ensuring year-round recreational activities rather than focusing solely on winter sports. Honoring the stewardship we have to keep our natural areas of beauty and wildlife pristine. Rehabilitating and restoring those areas which have been allowed to deteriorate. Once changes and expansion has happened, what it replaces is gone and no amount of work, regret or commitment will bring it back. Retaining existing public lands rather than diminishing the areas for economic gain. We have lived in this area since 1961; we have skied, hiked and camped throughout the entire state and consider the Wasatch area one of Utah's greatest assets. Native Utahans and tourists new to the area deserve to see and enjoy it as it is; minimal changes will be welcomed, but the new "exotic" changes are an insult to those who cam here hundreds of years and established a place like no other in the world. PLEASE "DREAM SMALL" or at least "SMALLER". Thank you for all the hard work, hearings and meetings to inform the public on this most important issue. And thank you for allowing comments beyond the initial deadline. We appreciate this accommodation.</p>		5/2/2015
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<p>I believe that what is valuable and unique about the central Wasatch Cottonwood Canyons is that they contain ski areas in an essentially wilderness environment. There is a carrying capacity to the Cottonwood Canyons, mostly in terms of automobile travel traffic and areas given over to parking. I think the proposals that would increase development beyond current ski area base facilities should be avoided to preserve watershed protection and the long term value of the Cottonwood Canyons. Resort development can be accommodated in the Park City area as our ski Utah marketing efforts and preservation and conservation of the Cottonwood Canyons should be the overarching priorities for them. Transportation improvements should aim to reduce auto use by a program of incentives for public transit and disincentives for auto use in the Cottonwood Canyons and not as development inducing infrastructure. A dedicated lane shuttle system would serve our needs better than a billion dollar train system that would encourage additional development in the Cottonwoods. Thank you for undertaking this critical planning effort.</p> <p>I have lived in SLC most of my life, and support full public access to the backcountry. These are our public lands, and I feel it is appropriate to maintain public access. I support protection of the watershed in the strongest terms, we need that water! I do NOT support the commercial development of these public lands, no interconnecting all the ski resorts. Alta and Snowboard are connected now, and the high lift ticket prices effectively limit most of the public from using this access. In addition, if you use the Alta/Snowbird access route, you spend most of your day going between resorts, not skiing. I think it is not reasonable for skiers to travel between resorts in Park City and the Cottonwood canyons in one day. Much of the day would be spent in traveling from one resort to another. Please do not trade in our wilderness, watershed and public access for the commercial gain of a few. Please leave the lands and water the way it is for my children.</p>		
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I have lived in Utah for over 60 years and have used the Wasatch Canyons extensively. I am most familiar with Little Cottonwood Canyon.

1. General Comments:

a. Not all interests are equal. The Blueprint needs a strong statement that the environmental health of the Wasatch is the first and dominant priority, and that all other elements are conditional upon satisfaction of this goal.

b. Timing of implementation of the Plan. There are many moving parts and the entire plan obviously cannot be implemented at one time. Parts that may be easy to implement must be carefully considered and perhaps intentionally held off until other critical elements are implemented. It would not serve the interests of the public if land swaps and additional building of rooms and cabins proceed but the transportation plan is never implemented due to funding and political concerns.

c. Timing of implementation of the Plan. Parts of the plan may be implemented on an interim basis. For example, a tariff on traffic in Big and Little Cottonwood Canyons could be implemented in very short order. This could serve as funding source for longer term transportation needs.

2. Interim Transportation Fixes

There are things that could be done to help reduce traffic in Little Cottonwood Canyon in the near future.

a. A toll booth could be installed, similar to Millcreek Canyon. The fee could be waived for those with multiple riders in a car. This would reduce traffic, help push users into busses, and also start to raise funds to one day make a more permanent solution to traffic.

b. Pay to park. When I used by Mountain Collective pass at Snowmass last year, the parking lot attendant said "That will be \$20, oh wait, I see there are four in the car. No charge after all." Aspen has reduced traffic by charging for parking and pushing more folks into fewer vehicles. A canyon toll or pay to park would do the same. And it is inexpensive to implement.

3. Light Rail Transit to the Ski Resorts.

Is a light rail train connecting the Salt Lake valley to the resorts in Little and Big Cottonwood Canyons a good idea? There are some positives. I believe it would work well in the wintertime to get skier to the resorts.

There is one overarching negative to the proposal (assuming cost of construction is no object). A train station at Alta connecting Alta to the entire population of Salt Lake Valley would focus too many summertime mountain visitors in a single location. If the light rail system were built, some visitors would go to Snowbird and some onto Big Cottonwood Canyon, but a very large number would likely go to Alta to begin their recreational activity there. The fragile ecosystems at Alta could not withstand this onslaught of visitors. Alta will continue to receive many visitors in the summer whether a light rail system is built or not. However cars and busses that can stop anywhere would result in a greater distribution of hikers and bikers and other visitors than a light rail system.

For this reason alone I question the advisability of the light rail proposal. The winter transportation needs could be met with busses coupled with various regulations such as tolls or the mandating no private vehicles in the canyons. Private vehicle and busses that can distribute the impact on the canyon uses in the summer months is better than a light rail system concentrating all visitors into just a few locations.

4. Proposed Land Exchange with the Forest Service and Alta Ski Lifts

Alta Ski Lifts proposes to exchange with the Forest Service approximately 440 acres of land on various steep slopes surrounding Alta for approximately 160 acres of flat land on the valley floor. Alta Ski Lifts is proposing that it will not exchange land it owns in Grizzly Gulch at this time. At the information session I attended Alta Ski Lifts argued that it needed Grizzly Gulch in order to build an above ground connection to the resorts in Big Cottonwood, and that if, as and when a tunnel from Little Cottonwood to Brighton was constructed Alta Ski Lifts would be willing to give up its holdings in Grizzly Gulch since the tunnel connection would forever eliminate the need for an above ground connection.

There are several problems with the proposal:

a) Valuation issues. The land on the valley floor is much, much, much more valuable than the land that Alta proposes to exchange. The land Alta Ski Lifts proposes to exchange is completely unbuildable. It consists of a steep slope of land near the face of Devils Castle and land on the north side of the valley that is sometimes referred to as the Emma Mine land. In contrast, the land on the valley floor is buildable. There is a sewer line there. Zoning regulations are fluid and could easily be adjusted to allow all types of buildings in addition to the 100 plus unit hotel that Alta Ski Lifts has identified. Arguments that water concerns will prevent building the valley are based only on political arguments about the water, not any actual limit on water or ownership or regulations that could not be changed. An entire "Solitude-type" base village could be constructed on the 160 acre valley floor that Alta Ski Lifts hopes to end up with.

It is difficult to imagine an appraiser valuing the unbuildable slopes Alta Ski Lifts owns as equivalent to the value of the 160 acres on the valley floor. If I personally were offered a choice between purchasing 2 acres of land on the valley floor at Alta (part of the 160 under consideration), or purchasing 80 acres of land on the face of Devil Castle at the same price, the decision would be a no brainer. Let me buy the 2 acres parcel and pass on the 80 acre parcel.

The solution is to exchange only an amount of land on the valley floor that is equivalent in value to the 440 acres Alta Ski Lifts hopes to exchange. If the value of the 440 acres is equivalent to 10 acres on the valley floor, let Alta Ski Lifts trade for a 10 acres parcel. If the value of the 440 acres is equivalent to 30 acres on the valley floor, let Alta Ski Lifts trade for a 30 acres parcel. Don't get locked into the 160 acres proposal until value is established.

b) The land belonging to the Schrontz Estate. Alta Ski Lifts briefly owned a 25 acre parcel of private land adjacent to the 160 acre valley floor proposed in the exchange. The land is to the east of the valley floor in Albion Basin and is now owned by the heirs of Jodie Schrontz.

The Schrontz Estate is hoping to sell 10 home sites on the land. The best information I have is that they have successfully permitted the subdivision of the property and that the value each home site is well in excess of \$1,000,000.

The value of this land should be considered by the appraiser when considering the value of the 160 acre parcel that Alta Ski Lifts hopes to acquire through exchange.

The Schrontz heirs should be approached to see if they have any interest in exchanging their land for and parcel of equal value on the valley floor. Alta Ski Lifts is not necessarily the only party with land to exchange for the very valuable valley floor land. Concentrated development on 25 acres on the valley floor could perhaps be even more valuable to the Schrontz Estate than 10 single family homes on a slope in Albion Basin. Concentrating development on the valley floor and preserving the 25 acre site proposed for development by the Schrontz Estate would be in keeping with the environmental principles of the Mountain Accord.

c) Value of Grizzly Gulch lands owned by Alta.

Alta Ski Lifts' proposal to exchange the Grizzly Gulch land only after its knows a tunnel will be constructed to connect Alta and Big Cottonwood Canyon. This makes little or no sense. First, if Alta Ski Lifts has already somehow acquired the entire 160 valley floor before they know that a tunnel will be built, then there is not further land for them to acquire in exchange for their Grizzly Gulch lands. Second, Alta Ski Lifts existing ski lifts are built on Forest Service lands. There is no reason they need to hold onto the Grizzly Gulch lands in order to build a ski lift in Grizzly Gulch. It could be built on Forest Service Lands.

Thank you for considering these comments. I have not participated in the meetings envisioning Alta's future and there add no comments on Alta beyond those above.

Layne Jones  
Mountain Accord Program Manager  
375 West 200 South, Ste. 2075  
Salt Lake City, UT 84101

Dear Ms. Jones:

Thank you for the opportunity to offer comment on the Mountain Accord Draft Blueprint. It is commendable to have gotten to this point considering the complexities of the issues, the heartfelt concern for the Central Wasatch, the environmental concerns, and the economic considerations at stake. I hope that my comments will be of some use. From 2002 to 2008, I served as the Salt Lake District Ranger and following that I was the National Winter Sports Manager for the Forest Service until retiring in 2013. Prior to that, I worked for nearly 20 years on ski area and community development projects in Colorado. I view the entire Mountain Accord process, including the draft Blueprint as remarkable and something I did not see in over 30 years with the agency. While my section-by-section comments below do include some areas of personal support, I felt that focusing more on areas of concern might be of more utility in crafting the final Blueprint and as information to carry forward into Phase 2.

A. Environment A large part of - and potentially the entire - Land Protection program appears to depend on a tenuous real estate transaction whereby ski areas would exchange 2,150 acres of land they own for 258 acres of land currently owned by the Federal government around the base of the various ski areas. While it is a reasonable goal for the Forest Service to exchange out of lands that have essentially lost their natural character and that are difficult for manage as wildlands, agency requirements for land exchanges are incredibly complex and time-consuming efforts and frequently are never consummated. This will especially be the case given the status of Federal lands in the Cottonwood Canyons and applicable Federal laws and regulations and should be somehow recognized in the final Blueprint in order to manage stake-holder expectations.

Forest Service regulations requires following the strict requirements of the Uniform Appraisal Standards for Federal Land Acquisition, U.S. Department of Justice and the Appraisal Institute, and that land exchanges be conducted on an equal value basis (36 CFR 254.3(c)). Even legislatively mandated typically carry these requirements. Location and existing local land use ordinances are extremely important in appraising a parcel's fair market value. Many of the ski areas' holdings are in steep, relatively isolated locations making them difficult, perhaps even impossible, to develop. As such, they would have a relatively low value compared to many Federal land parcels at base areas.

Many of the private lands in the Cottonwood Canyons - including those owned by ski areas - have multiple owners. Frequently, parties who assert they own a particular property actually only own a portion of the surface estate and the rest of the title is held by various other owners. In many cases, the mineral rights are owned by an entirely separate group of owners. Forest Service policy strongly discourages acquiring partial ownership of lands that are encumbered in this way, but even if it does it would seriously diminish the appraised value of the property offered. Also, these properties could be encumbered by reserved and outstanding access rights that other property owners nearby have. Acquiring less than the "full bundle" of property rights could create future management headaches for the Forest Service and should not be considered as a part of any exchange.

Improving National Forest "manageability" by acquiring contiguous parcels to provide for a more or less homogenous ownership pattern is also an important consideration in determining whether the agency would initiate a land exchange process. It is not clear that this would be the case with the exchange outlined in the Blueprint and it appears that in some cases the agency might acquire more management problems than benefits and in some cases further complicate ownership patterns.

B. Recreation The non-Wilderness portions of Cottonwood Canyons would clearly benefit from designation as a National Recreation Area. This designation would help to ensure consistent management and that the area gets the attention it deserves. However, this and other designations typically do not ensure increased Federal funding for administration and maintenance, and the increased visitation that would result could present additional challenges. Most of the other potential designations, such as Wilderness, National Conservation Area, and National Monument do not seem suitable options, especially on the scale of the entire Central Wasatch.

Simply "exploring" user fee options doesn't address the historic shortfall in funding for operation and maintenance. In addition, user fees are a contentious issue nationally for Federal land management agencies and in the end may not viable.

Constructing new trail segments for a better connected regional system is a worthwhile goal. However, maintenance of existing trails is already lagging far behind the needs, and in places these deteriorated segments are adversely affecting the environment, including the watershed. Without a guaranteed funding mechanism for maintenance, this situation could easily worsen by increasing trail mileage.

The draft Blueprint seems to assume that user-created impacts can be addressed simply by improvements to mass transit and by focusing new recreation development at currently developed sites - primarily ski areas. Though worthwhile, these steps are unlikely to mitigate the looming grow and impacts. Some ski areas already offer summer programs, but often it is not the type of recreation activities that users are seeking. While difficult and inherently subjective, any long term effort to address user-created impacts will fall short without assessing the carrying capacity of the limited land base in the Cottonwood Canyons to support ever growing recreation demands.

It is unfortunate that the Mountain Accord process did not examine other types of recreation uses and facilities in the Cottonwood Canyons. Specifically, motorized trail use, developed campgrounds, and picnicking and other developed day use is not addressed. These uses and facilities also have environmental impacts, the demand for more of this type of recreation is increasing, and they sometimes interact with uses that are addressed in Blueprint. The Mountain Accord process could have been a forum to discuss whether there should be more of these types of facilities, whether some should be closed and rehabilitated, and whether motorized recreation should even be allowed in the Cottonwood Canyons.

C. Economy The measures identified to preserve community character and quality of life, such as some of the mass transit improvements, thoughtful design of infrastructure, and developing funding sources for environmental protection are commendable.

In large part, the foundation of Mountain Accord seems based on the need to respond to a rapidly growing population and recreation demands in the Central Wasatch and protect its environmental qualities. It should be recognized that additional recreation developments and taking steps "to ensure that Ensure Utah's tourism market is competitive now and into the future" will likely add more fuel to fire and is to some degree at cross purposes with the stated need for Mountain Accord.

D. Transportation I support transit incentives, year-round bus service in the Cottonwood Canyons, improved transit service on existing roadways in the Salt Lake Valley and between the Salt Lake Valley and Summit County, and in Big and Little Cottonwood Canyons.

I do not support a transit connection in the Little Cottonwood/Park City corridor. Other than for improved marketing, none of the Mountain Accord documentation provides any justification for this, whether the connections would be by highway, rail, tunnel, car, bus, gondola, or chairlift.

Especially in Little Cottonwood Canyon, the most critical and well-documented need is for a road system that is reliable and safe from avalanches and that doesn't rely on military artillery. While effective, artillery avalanche control still requires shutting down the highway for extended periods, but in addition it is a program that is entirely dependent on the U.S. Army for its continuation. Measures such as bridges and well-designed snowsheds could do much to mitigate the avalanche hazard to cars and buses. These measures would be costly, but do not begin to compare to the cost for other measures described in the Blueprint, such as tunnels. Yet, improving the reliability and safety of State Highway 210 is scarcely mentioned in Mountain Accord documents.

E. Proposed Next Steps Completing Blueprint will represent a remarkable accomplishment, given the number and disparate interests of the stakeholders and it will provide excellent information to carry into the NEPA process (Phase 2). However, because it packages so many different, often unrelated, sometimes tenuous components, and with multiple parties responsible for implementation, the Blueprint will present an immense challenge to process under NEPA. In addition, some aspects of the Mountain Accord process may actually prove problematic for when an EIS is prepared:

The large expenditure of time and money to prepare the Blueprint and reach a consensus agreement may raise questions about whether an EIS process can be objectively conducted. In addition, it is unclear whether the agreement will stand if some components of it cannot be implemented because of environmental considerations, cost, or a disagreement among one or more of the responsible parties.

Before an agency agrees to initiate an environmental review under NEPA, it should be convinced there is in fact a public "purpose and need" for a project(s). For many of the potential actions, the draft Blueprint doesn't do this and the Forest Service has long avoided using maintaining/improving a State's, region or permit holder's competitive position as sufficient evidence of purpose and need.

At various points along the way and likely in an understandable attempt to bolster participation, the Mountain Accord process stressed the importance of the Blueprint and tended to portray Phase 2 as something of a formality. For example, the Blueprint noted that the Transit range of alternatives would be finalized and then the EIS process initiated. Yet NEPA regulations describe the Alternatives section as "the heart of an EIS" (40 CFR §1502.13) and that this should come after the scoping that's completed as part of the NEPA process.

While extremely useful, it wouldn't be appropriate to shortcut NEPA scoping or constrain the range of NEPA alternatives simply because of what's been accomplished through Mountain Accord.

Thanks again the opportunity to participate.

z11a

5/1/2015

**MOUNTAIN ACCORD: THE PROPOSED CENTRAL WASATCH BLUEPRINT**

I strongly support the idea of increased protections for lands in the Central Wasatch. I know that the exact boundaries and proposed federal designations have not been determined, but in general I think the key consideration in making that determination should be to act in the interest of the Environment System ---- in furtherance of ecosystem health and water quality. In short, I support such designations if they protect environmental quality even if they hinder economic or recreation activity. The Economic and Recreation Systems are a lower priority than the Environment System. I can think of only one exception, which is this: it would not be good to extend wilderness boundaries so far into the Salt Lake Valley that they blocked the completion of still-incomplete segments of the Bonneville Shoreline Trail. The concept of a continuous trail is sufficiently valuable, and the likely accommodations needed given how close the trail is to urban areas are sufficiently small, to compromise wilderness boundaries in that one instance.

There are multiple things alluded to in the Blueprint or other Mountain Accord documentation that do not provide a supporting rationale, substantiating data, or sufficient project detail to allow for me to feel like I can comment meaningfully. The Transportation System Group did a pretty good job by creating their Transportation Corridor Purposes and Alternatives report, and I commend them for that, but it could be improved with more data. For example, at an open house a Snowbird representative said a major part of the rationale for a tunnel connecting Big and Little Cottonwood is that avalanches trap people up LCC and a tunnel would provide a way to get back down to the SL valley. But I can't find that rationale stated in the Blueprint, nor any supporting data (e.g., how often avalanches trap people up LCC). And the other systems besides Transportation provide even less information. Let's take the Recreation System as an example.

>>> In the FAQ (p. 4) it says "Pending public feedback, Mountain Accord intends to begin implementing actions to enhance the trail network immediately in Phase Two." What enhancements are included in these immediate actions?

>>> Blueprint p. 7 shows a map of an "Enhanced Regional Trail Network." There is no discussion there or on pp. 10-11 of what an "enhanced" trail network would mean. I look at that map and see an orange line heading up Millcreek Canyon, and in this comment period you are asking me whether I think that orange line up Millcreek Canyon is a good idea or a bad idea. But I can't say, since I don't know what that line represents. There are some kinds of trail network ideas in Millcreek that I might think are a good idea and some that I might think are a bad idea. Is it better signage, or is it a multi-use paved path similar to Provo Canyon heading up to Vivian Park? Those are very different levels of "enhanced."

>>> The same p. 7 map shows an orange line going up Emigration Canyon, down into and partially up Parley's. But there's no supporting text saying whether this is a paved trail, a singletrack trail, or something else. There no discussion of how it relates to the work of the Emigration Canyon Roadway Improvement Committee or how it relates to the Parley's Canyon Trail (a separate joint venture of Salt Lake and Summit Counties' governments). And there's no discussion of why the trail doesn't connect to Kimball Junction. It seems to die off at or around Parley's Summit.

The graphics on pp. 2-3 create the impression (whether intended or not) that the four systems are of equal importance, or are given equal weight in considering the long-term future of the Central Wasatch. I do not know if Mountain Accord stakeholders explicitly discussed the relative importance of each system, but I will propose that Environment is really the most important of the four ---- and that within Environment, ecosystem health is the primary value and a supply of high quality water for urban valley use is the second most important value.

The Economy and Recreation systems are of a lower and roughly co-equal importance. They contribute to opportunities to enjoy a high quality of life and should be leveraged to the extent that they do not compromise the Environment system. The Transportation stakeholders recognized, I think sagely, that their work is really in service of recreation and economic needs, and is a matter of aligning projects to those systems' long-term visions (while, again, not compromising the Environment system). Even if this is not the consensus view of the Mountain Accord stakeholders, I wish that the blueprint included some sort of explanation of the viewpoint that the stakeholders take to the relationship of the systems to each other, and allow for public comment on that viewpoint.

Page 4 presents some statistics about the Central Wasatch but does not explain what "Central Wasatch" means. One statistic says the 2014 population is 1.1M. That makes the reader think that "Central Wasatch" includes urban valleys like the Salt Lake Valley. Another statistic says peak daily use in 2014 was 50,000 people. But does that mean 50,000 people used the "Central Wasatch" to include the urban valleys? Probably not. Probably in this case the statistic only applies to mountainous areas. The two statistics, however, are both labeled simply as "Central Wasatch." For clarity, the document needs to define, and explain with maps, two different geographic areas: the Central Wasatch Mountains that are probably what the peak daily use is talking about, and the broader area (I don't know what term to use for it). This idea would solve another problem that seems to recur, which I have seen at multiple open houses, which is people wondering whether Mountain Accord applies to American Fork Canyon. That question is a symptom of a core problem, which is that the geographic area in the scope of Mountain Accord is not clearly laid out at the front of the blueprint.

On Page 6 the Economic and Recreation Centers map is missing the "Recreation Hub" symbols for Olympic Park and for Quinn's Junction (see the Recreation Trail Network map on the same page and the combined map on p. 7).

Public opinion poll data should be folded into the Blueprint. For example, the Blueprint proposes to expand areas under enhanced federal protection. You should search for public polls on whether people support the idea of expanded protection of the Central Wasatch. I believe such polling was done, maybe as part of Envision Utah. Also, the Blueprint proposes ski area expansions. The Blueprint should cite polling data on whether the local public supports ski area expansion. I believe this was also covered in Envision Utah. If ski area expansion does not have public support, then Mountain Accord should be straightforward about it, saying that expansion does not have public support but is a necessary part of the compromise negotiated with resort owners.

On pp. 12-13, I think the discussion of the Economy System is off-base or needs work. Here, the distinction between the "Central Wasatch" meaning specifically the mountains and the "Central Wasatch" meaning the mountains and surrounding valleys becomes crucially important. For example, the text states "Compact development patterns centered around transit would limit sprawl in urban and mountain areas." Is this advocating for condominiums around mountain-rail stops up in the canyons, or only advocating for high-density development around transit stops in the valleys? It's a big difference.

Still on pp. 12-13, it says Utah tourism generates \$1B in annual tax revenue. Is data specific to the Central Wasatch not available? And this number needs to come with a sense of scale, i.e., that \$1B is out of the total of \$X billion that is generated as annual tax revenue from all sources.

Still on pp. 12-13, it says the built environment will increase 43% in the project area. It doesn't define the "project area." And it doesn't say what is being measured that is increasing (the acreage covered, the dollar value, something else???) And it doesn't say how this fact is at all relevant to Mountain Accord. How would Mountain Accord be different if that number were 20%? Or 80%? And it doesn't discuss whether Mountain Accord can, will, or should influence that number. I can't find anywhere where it says Mountain Accord seeks to maintain quality of life and access to recreation while minimizing the growth in the built environment in the mountains, even though that seems like a reasonable thing to say. [Also note, in the Idealized Economy System document, the first paragraph says the population in the surrounding counties is projected to grow 43%, which is not at all the same thing as the built environment but coincidentally is the same value. Neither one has a footnote saying where the data is coming from.]

Still on pp. 12-13, the second set of proposed actions says to generate sustainable economic growth to reinvest in the Central Wasatch mountains. That is commendable. But the economic growth doesn't have to happen IN THE MOUNTAINS for it to provide funding to invest in the mountains.

Still on pp. 12-13, the projections specifically of growth in dispersed winter recreation (perhaps with backcountry skiing listed separately as well) and growth in lift-served skiing/snowboarding in paragraph one of the Idealized Economy System need a citation to the source of that data.

The Idealized Economy System document says currently the Central Wasatch gets 3.2M ski visits per year. Built into the Cottonwood Scenario, and applying to all Central Wasatch resorts, should be an agreement that there be no increased development of guest-serving facilities other than lifts/transport applied for outside of base areas until such time as annual ski visits exceed X. In other words, assume the current on-mountain development (restaurants, warming huts, etc.) is sufficient for current guest population needs. There would be no additional such stuff built on USFS land until the number of guests grows at least by X, creating a defensible new demand. Any facilities torn down and replaced would have to have the same or reduced footprint and any facilities needed for staff would only be what is minimally needed for staff... not guests. Consider this the reaction to that thing Snowbird is plopping onto Hidden Peak.

The Idealized Economy System also suffers from a failure of imagination. For example, really, an idealized economy system in the mountains would have all the resorts and businesses be locally owned, because in general locally owned businesses provide a greater return to the local economy in the broader sense. But they don't say that. It may not be practically achievable, but really that would be ideal.

Still on pp. 12-13, I think the third Key Action, "Ensure Utah's tourism market is competitive now and into the future," needs a closer look. Personally I don't think that should be a goal or key action. What this does is it prioritizes public investment in tourism-related development over other types of development, and there's no rationale presented for doing so. For example, if Salt Lake County government has \$2M in economic incentive money, and is choosing whether to give it to someone to expand a hotel at a ski resort or give it to Adobe to expand a software development and support office down in the valley --- why is the hotel more justified as a use of public monies? Tourism-related jobs are not particularly high income, not particularly stable (i.e., more often seasonal or part-time), etc.

Still on pp. 12-13, I think there should be discussion (in some sort of supporting document, not in the blueprint, as this will need to be detailed) about whether stagnant levels of tourism are bad (or, if in two different scenarios tourism might grow 5% or it might grow 8%, why is 8% better for overall community quality of life than 5%?). Some communities have fewer tourist visits per resident than Salt Lake County and Summit County do. Do those communities have a poorer quality of life for that reason?

On pp. 14-15, there should be a link to more extensive discussion (more extensive than the Corridor Purposes and Alternatives currently has) as to why year-round bus is adequate for BCC but not for LCC.

Still on pp. 14-15, the last Key Action, about pedestrian and cyclist safety, should have more context or detail (either in the blueprint or in the Corridor Purposes and Alternatives or in a similar document). For example, over the last 20 years how many cyclists have been killed in collisions with motor vehicles in each canyon? How many hospitalized? What are some ideas for improving safety and access?

#### LITTLE COTTONWOOD CANYON ALIGNMENTS AND CROSS SECTIONS

The document states (p. 1) that the roadside alignment "would need a significant amount of snow sheds to allow avalanches to flow over the rail line." It further states that "the alignment independent of the roadway travels around most of the avalanche paths, greatly reducing the number and length of snowsheds." Can these claims not be quantified, even if only with rough estimates? What is a "significant" amount of snowsheds? What is meant by "most of the avalanche paths"? How many avalanche paths are there and how many are avoided by each alignment of the rail line?

The discussion of snowsheds also raises a question. A rationale (presented at public forum on the Transportation System held at SLC public library in late 2014 or early 2015) for having the tunnel connection between BCC and LCC was that Hwy 210 has significant avalanche risk and can strand people at the ski resorts. I cannot find any discussion in the Mountain Accord documentation of the quantification of this problem (how many times has it happened in the last, say, 20 years, with what mean and standard deviation of time the roadway was closed?) and the viability of snowsheds over the road as an alternative mitigation strategy.

#### PROPOSED COTTONWOOD CANYONS SCENARIO F.

The land swaps and protections sound great, and the allowances for base area development, culinary water, and snowmaking water sound acceptable in principle. However, the document should quantify "additional water" for snowmaking. some amount of "additional" may be fine, some other, far more astronomical amount of "additional" might not be. And it should discuss water prioritization (even if only as background ---- for example, in a multi-year drought can local authorities suspend part or all of the snowmaking water allocation to resorts? If so, under what authority and are specific triggers defined?).

In the list on p. 2 describing what the ski areas get, item #1 I wish were reworded to say that any mass transit system developed in the future to serve a Cottonwood Canyon will include that canyon's ski resorts as station stops. The current wording has multiple problems. First, it makes it sound like if the mountain rail doesn't happen, then the whole scenario is kaput. Second, it is unclear whether it is demanding mountain rail in one Cottonwood Canyon, or in both. Third, it opens the question of timing. For example, if a mountain rail proposal is tied up in procedural hurdles for twelve years before final approval, do the other elements of the scenario (the land swaps, the water allocations, etc.) all wait for those twelve years, because they are beholden to the mountain rail item?

In the list on p. 2 describing what the ski areas get, item #4 seems to cause public worry. More detail on this item should be a priority for the future. It might be a good idea to have ground-level photos of the areas involved, with the boundary expansions superimposed on the photos. At the open houses I attended, people seemed to struggle to visualize where the new boundaries would be.

The map on page 2 should be improved. There are projection issues. More importantly, there's a color of shading ---- a light yellow, probably most prominent within Solitude's and Snowbird's boundaries ---- that is not explained in the map legend. Are those private lands, or public lands held by an entity other than UISES, or something else?

Dear Mountain Accord,

Please incorporate my comments into the record of public comments. I am a full time resident of Salt Lake City.

1. We need to be removing manmade infrastructure from the canyons, not adding more to it. A bus based transportation system, along with larger roadside parking areas is the answer. For example, Spruces in BCC is often overflowing with vehicles back country skiers, boarders and snowshoers. There is no reason whatsoever that the additional existing parking areas should not be plowed in the winter to enhance dispersed human powered recreation in that area in the winter. The buses need to stop, whenever and wherever backcountry users wish to board and exit the bus.

3. Adding a railroad up any of the canyons is a terrible idea for many reasons, including, but not limited to the following:

a. It is a tax payer subsidy to the ski industry. There is no justification for installing rail other than getting significantly more people to the resorts. And guess what, as soon as that super highway is built the resorts will be paying huge sums of money to lobbyist to force the government to sell public land to them so they can expand. After all, is that not the reason for building a superhighway to their doorstep.

b. Taxpayers would be much better served to have their money spent to buy out the offending resorts and return the land to dispersed public use.

c. The railroad infrastructure and necessary avalanche sheds will be an eyesore and nothing more than the further industrialization of land which should be kept as backcountry for dispersed human use.

d. Railroads will deny the public access to the back country. Today, you can walk/ski/run etc. anywhere from the road into the backcountry. Once there is a railroad this access will be illegal. Fences and police will prevent the public from crossing the railroad tracks at any point other than just a very few locations. This is simply locking the public out of land that they have historically had easy access to. Once fewer people access the back country, the ski resorts will expand... why not? no one else is using the land. It is wasted. I challenge each of you to find a single example in Utah where the public has the unfettered right to cross active rail lines. Don't be fooled by a proponent of the rail lines saying that access will be permitted. As soon as one person is hit or injured by a trail, the rules will change, the fences will go up and the police will be out in force.

e. Fences along the railroad right of way will be a significant barrier to the movement of animals who now have unfettered access.

f. The ski resorts want the railroad to bring people to their doorstep, NONSTOP or as close as they can get. There will be few if any stops along the way for back country users to access the back country. The trails will be geared solely to support the resorts, not the residents to enjoy the use of the backcountry.

g. Did I mention that the railroad is a multi-BILLION dollar taxpayer give away to a few wealthy (non-local) companies. It will do NOTHING to improve the quality of life for the residents who currently call the Wasatch Front home and it will significantly reduce the access to the back country.

3. I am OK with selling small pieces of public land at or near the BASE of some of the ski resorts to private interests (and necessarily the owners of the resort.) I am not in favor of connecting the resorts in one canyon to those in another canyon.

4. Grizzly gulch should be transferred to the public and should the lands on the south side of Mt. Superior. Davenport Hill, Mt. Wolverine, and Mt. Tuscarora should all be public land and designated wilderness.

5. Solitude shall not expand into Silver fork. Snowbird shall not expand into White Pine. These areas shall remain public and private inholdings should be bought and transferred to the public. White Pine Should be Wilderness in LCC as should Temptation Ridge. Snowbird shall not be permitted to expand there. If the Canyons/PC and Deer Valley resorts want to connect themselves, I am fine with that, just stay off of the ridgeline.

6. The "recreation idealized" system is the best system to improve the quality of life for the existing residents of the Wasatch Front. Grandeur Peak, Mt Aire, the Wasatch Crest, the Northern Powder Circuit/Katherine Pass and the Wasatch Crest shall all be designated wilderness and the "desirable outcome" shall be changed to reflect this where it does not presently. Many of the private inholdings in the Tri Canyon area should be purchased by the public and remain in public hands.

7. Dogs. There is no reason to keep dogs out the watershed. We permit thousands of deer, elk, mountain goats, moose, mountain lions, bobcats, coyotes along with hundred of thousands if not millions of rodents, birds and other animal to defecate at will in the watershed with no one to clean up after them. And that is OK, but a few dogs with many owners who clean up after them, somehow destroys our drinking water. Get some scientific data. Every year we permit tons of ski wax to be smeared directly onto the water we drink. Ski wax is full of chemicals (I encourage you to obtain the list of all ingredients some time.) These chemicals are not removed by normal water treatment. Yet this is somehow all OK as long as a dog does not poop in the mountains? This makes absolutely not scientific sense.

As a final comment, the use of the Tri Canyon areas should be optimized to improve the quality of life for the existing residents of the Wasatch Front. It should not be optimized for temporary construction jobs, profit for large out of state corporation who seek only to extract money from the resource here (we have the copper mine in the Oquirrths to fill that need.) The area east of the Wasatch Crest around Park City is a lost cause. Develop the hell out of it. It is trashed and industrialized already. Just keep it off of the Wasatch Crest. There is a lot of talk of "balance" in Mountain Accord. It is often a euphemism for proposing the continued commercial exploitation and further industrial of the Tri Canyon area and the uses therein. This is unacceptable. A true balance is much more along the lines of what I have outlined with additional wilderness and less infrastructure in the canyons.

Hello

I have these are thoughts a friend of mine has put in writing. I have edited several of the points and am in 100% agreement with the following idea

Transportation

- I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.
- Providing copious parking near the mouths of the canyon would be a critical component of this.
- Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or a installing a train)
- Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system
- Incentivize ridership by making the bus fee free or only a nominal price.
- The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.
- Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.
- Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.
- I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.
- A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.
- Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.
- The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.
- The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).
- The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"
- At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.
- I am in full support of a year-round bus shuttle system for Mill Creek Canyon.
- I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.
- The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.

Recreation

Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)

- LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.
- I support the permanent protection of the Emma Ridges to Superior ridgeline from development.
- I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.
- I am not supportive of chairlifts and development into the American Fork Canyon. EVER.
- I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry
- I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.
- I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.
- I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas

I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.

- I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range - that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.

Economics

- I support enabling the ski resorts to utilize more water for snowmaking
- I support adding potential land and altering zoning for additional development at the various resorts' bases.
- I support enabling the ski resorts to expand their summertime activities within their existing footprints.
- I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak
- I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.

Environment

- I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"
- I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.
- I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area
- I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.
- I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.

Overall I have found the "blueprint" (it should have been called a "proposal") to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of important People who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.

Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires, if they are all willing to concede on some of their desires.

I've updated my comment letter. Please use the updated version below:  
 I support Mt. Accord's blueprint proposal for increased environmental protection of Wasatch lands and enhanced recreation trail networks. However, I am opposed to the following elements of the transportation blueprint: a) proposed resort expansion into current prime back-country ski areas, b) the proposal for a train or bus rapid transit (BRT) lane in Little Cottonwood Canyon (LCC), and c) the proposed connection of the LCC, Big Cottonwood Canyon (BCC) and Park City.  
 I have also added the following addendums to the letter I submitted previously this week: d) a response to Mt Accord's Transportation Corridor Purposes and Alternatives, e) proposed revisions to the current blueprint rather than moving to a finalized version, f) suggestions for encouraging public comment on future proposals.

--a--Alta's proposal to expand into Grizzly Gulch with a new chair lift and Solitude's proposal to expand into Silver Fork with a chair lift re-alignment would be a great loss to the back-country ski community!! Grizzly Gulch in particular is my main back-country terrain that I ski 2-3 times a month for most of the winter. Based on my experience, it seems like the majority of back-country skiers are Utahans, while the majority of resort skiers are out-of-staters. By giving up more back-country terrain to the ski resorts we are catering to out-of-staters and at the same time restricting our own ability to enjoy the Wasatch wilderness. I am proud to support Wasatch Backcountry Alliance, and I hope they will succeed at opposing these proposals.

--b--I am opposed to the train and bus rapid transit BRT lane proposal in LCC for the following 10 reasons: b1) the urbanization feel that it would bring to the canyon, b2) the potential loss of bouldering and other rock-climbing opportunities, b3) the increased risk they would add to driving the canyon, b4) the impact on the environment, b5) the potential lack of utility for dispersed users at late hours, b6) the increased risk for pedestrian-traffic fatalities due to increased foot traffic from a fixed stop schedule, b7) the potential loss of parking opportunities, b8) the cost, b9-b10) the disconnect between this transportation proposal and Mt. Accord's own "ideal system" research on transportation and growth.

--b1--If a train or bus were added to LCC alongside the existing roadway it would make the canyon feel more urban/developed. I use this canyon regularly, 3-5 times a month throughout the year, to escape the city and enjoy our amazing Wasatch wilderness through rock-climbing, bouldering, ice-climbing, hiking, biking, back-country skiing, alpine skiing, cross-country skiing and running. If a train were added, it would be a diesel cog locomotive due to the grade of LCC which averages about 8%, as electric trains cannot travel this steep of a grade. I am concerned about seeing, hearing, and smelling a train in the canyon when I am trying to escape the city and enjoy the wilderness. This would greatly detract from my recreational experience.

--b2--Along these lines, how would developing a train alongside LCC road affect the bouldering and rock-climbing access and experience? In particular, some boulders are within 20 feet of the road, so I wonder how a train or BRT could 'fit' and preserve the existing bouldering experience. I would hope that bouldering and climbing opportunities would not be lost. I also hope that it would not endanger climbers or cause increased stress due to proximity of train tracks or the bus lane.

--b3--I am concerned about the dangers that a train or BRT system would bring to the car traffic through the canyon. Driving personal vehicles would become more dangerous because we would now be sandwiched between the opposing lane and a train or BRT lane. This is especially dangerous in the winter time where cars slide off the road. An increase in traffic fatalities seems likely as cars slide into a train or bus instead. Are there measures that can be taken so that this transportation proposal does not reduce the safety of personal vehicle traffic?

--b4--The canyon is part of a protected watershed and a fragile ecosystem. I am concerned about the environmental impact of building a train or widening the road for the BRT lane.

--b5--As a dispersed user, I would need several stops throughout the canyon in order for the transportation proposal to accommodate my usage: Gritmill, Gate Buttriss, Coalpit Buttriss, Lisa Falls, Maybird Slide Area, Tanner Gulch and White Pine. In order for the transportation proposal to be useful for me in the summer time, I would also need services that run until 10pm at night. Otherwise, I will likely continue to drive the canyon.

--b6--Given that some freedom is lost from a fixed stop schedule, it will also be important to have a safe trail system since foot-traffic alongside the road will increase in response to fewer access points. This trail system will need to run the length of the canyon, otherwise pedestrian-traffic fatalities could increase.

--b7--I hope that existing parking opportunities will not be lost or reduced as a result of the transportation proposal.

--b8--The cost of financing a train is estimated at a billion dollars – a steep price tag to be financed by Utah tax payers relative to the fraction of Utahans who use LCC on a regular basis. Also, what are the costs of clearing land slides and avalanches from train tracks? ☹

b9--I am concerned about the disconnect between the results from MA's transportation and growth research, which show traffic volumes in LCC to be constant over the past 11 years, and the proposal to put in a train or BRT. In the "Existing Conditions & Future Trendlines of the Transportation System" MA says: "In the study area, traffic volumes have remained relatively constant for 11 years" (pg 9) and "Traffic in the Cottonwood Canyons typically operates at free-flow speeds, with the exception of congestion problems at peak times (ie, snow days, peak ski days)" (pg 9). MA also describes peak traffic times as snow days which they estimate to occur 10-15 days/year (4-5.5%, pg1). On pg 5 of this document it describes how "climate change shortens the winter season". Based on MA's research, the transportation problem is only present about 5% of the year, with potential to decrease in the future as a result of climate change. How is a transportation proposal that is costly in terms of money, recreational experience, and environmental impact a good solution to this rare problem?

--b10--Along these lines, MA's transportation and growth research also does not show LCC to have projected future issues with traffic congestion. Figure 46 "Map of Traffic Congestion in 2040 without Long Range Transportation Improvements" (pg 50) indicates a lot of traffic congestion issues throughout SLC in response to the 43% projected population growth that is expected by 2040. However, LCC is not an area of concern on this map. If there is no projection of a traffic congestion problem by 2040 in LCC, then why do we need this train or BRT solution?

Wouldn't increasing the number of buses during peak times make more sense than a train or a BRT lane?

--c-- Finally, I am opposed to the plans to use tunnels or trams to link the LCC, BCC and Park City area. Again this would be a costly project (billions of dollars), which does not appear to respond to needs from the MA's "ideal system" research. The "Transportation Corridor Purposes and Alternatives" document cites that tunnels are needed to provide alternative evacuation routes from the canyons. The only potential value is perhaps that <1-2% of the year when a major snowstorm shuts down the LCC exit. But the environmental damage to the canyons and the cost of this construction is hardly justification for this minor and rare inconvenience!

--c1--I am concerned that MA's blueprint for the canyons was proposed by ski resorts and/or stake-holders seeking land development. Connecting the canyons in this way would again mean a loss of back-country terrain (likely grizzly gulch, silver fork, and more), as resort skiers would be guaranteed a simple return to their home resort.

--c2--I am also concerned that linking the canyons in this way would increase deaths from avalanches. Most resort skiers are not equipped with back-country beacons, gear and training. Thus, linking the ski resorts would facilitate naïve travel into the back-country and lead to even more resort skier deaths.

--d--Response to Mt Accord's Transportation Corridor Purposes and Alternatives:  
 On the MA website's comments submission form, it asks for response to the Transportation Corridor Purposes and Alternatives document. This document outlines 14 purposes of the transportation proposal. In my view, the goals outlined here are not equally important (although it appears they are given equal weight), and the list is incomplete.

--d1--In particular: "9. Create unique, attractive traveler experience" is not a need, but a "want" that was designed around arguing for a train and tunnel/tram canyon connections.

--d2--Items: "3.reducing avalanche-related risks and delay" and "4. providing new evacuation options from the canyons" are only relevant a few days of the year, typically <1-2% of the year, as it is not just a snowstorm but avalanche danger that shuts down the road.

--d3--Similarly "14. protect and enhance community character" is not a need that I look for in a transportation proposal.

--d4--What about other important goals such as "15. A financially tenable solution" and "16. A solution that can be implemented quickly and effectively". These two new goals can be fulfilled by increasing bus capacity but not a train, BRT or tunnel solution.

--d5--That said, in my view adding buses to alleviate peak usage times still accomplishes 9/14 goals (1,2,5-7, 10-13), while the train likely accomplishes 4/14 (4-6,11), and possibly 3 more (9, 10, 12). There is not enough information to evaluate if either proposal meets item 8.

Regarding the other items, I feel that the answer is either "No" (7,13) for the train/tunnel or there is not enough information to evaluate whether the train/tunnel proposal fulfills the need (1-3,14).  
 Adding a train and tunnel appears to be a much riskier and far costlier proposal than increasing bus capacity during peak usage times.

--e--Proposal: Revise the Proposed Blueprint  
 Rather than advancing to the "Final Blueprint" stage, the proposed blueprint should be revised to include more options for protecting the Wasatch wilderness. Here are some suggestions:

--e1--Instead of a train or BRT lane, there should be an increase in buses to relieve congestion at peak usage times. ☹

e2—In light of the acknowledged climate change, ski resorts should reduce their size. Perhaps each ski resort could discontinue one lift. In addition to helping the environment by providing more habitat space and reduced water usage from snowmaking, this would be supported by SLC's growing back-country ski population.

--e3—Ski resorts should reduce their water usage. This would be helpful as climate change has been decreasing our water supply.

--e4—Protection of grizzly gulch and silver fork from ski resort acquisition.

--e5—Develop a plan to relieve traffic congestion on foothill blvd and the foothill blvd/I-215 off ramp. This exit and road are congested year-round every weekday morning and evening. Furthermore, it is also severely congested that 5% of the year when the snow storms hit. Morning congestion not only affects those who commute to work on foothill blvd, but also those using the I-215, as the traffic often backs up onto the highway, creating hazardous conditions for all west-bound travelers. Evening congestion on this road delays or even prevents post-work recreation opportunities for many SLC residents. Improving this congestion would be a good use of resources as it would benefit the majority of SLC residents on a regular basis, and not just the few who enjoy downhill resort skiing on powder days.

--f—Suggestions for encouraging public comment on future proposals. It took about 20 hours to research and write this letter. Not everyone is as interested in reading 20+ documents and 444+ pages, and many are likely intimidated.

--f1—In the future it would be helpful if MA could provide a form letter highlighting each specific proposal in the blueprint to help guide the public on writing a response letter. Specific documents with page numbers could be cited for each point, in case the reader wished for further details before agreeing/disagreeing. At least this would have been helpful for me.

--f2—Maybe organizations such as WBA, SOC, and SCLA could use this form letter to publish their stance on each proposal. This would also help make it more transparent for the public to know which elements of the blueprint are being supported/refuted by these organizations.

In summary, I do support the following aspects of the blueprint: increased environmental protection of Wasatch lands and enhanced recreation trail networks. However, the transportation blueprint focuses the majority of financial resources on LCC and connecting the canyons. This would benefit the ski industry and land developers, but would be detrimental to the vast majority of the Wasatch front population -- both recreationally and financially. The proposed blueprint should be revised to reflect a greater focus on more important transportation needs and the preservation of the Wasatch wilderness.

These are thoughts a friend of mine has put in writing. I've carefully read and am in 100% agreement with the following ideas:

#### Transportation

- I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.
- Providing copious parking near the mouths of the canyon would be a critical component of this.
- Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)
- Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system
- Incentivize ridership by making the bus fee free or only a nominal price.
- The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.
- Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.
- Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.
- I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.
- A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.
- Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.
- The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.
- The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).
- The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"
- At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.
- I am in full support of a year-round bus shuttle system for Mill Creek Canyon.
- I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.
- The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.

5/1/2015

<p>Recreation</p> <ul style="list-style-type: none"> <li>• I am in full support of creating a trails network in the upper reaches of the two canyons</li> <li>• The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird’s new trail being uphill till the tram runs and then it becomes downhill).</li> <li>• Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>• LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>• I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>• I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta’s operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>• I am not supportive of chairlifts and development into the American Fork Canyon. EVER.</li> <li>• I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>• I am supportive of Brighton’s formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>• I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>• I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this “oversight” of neglecting helicopter skiing in our tiny range –that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>• I support enabling the ski resorts to utilize more water for snowmaking</li> <li>• I support adding potential land and altering zoning for additional development at the various resorts’ bases.</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>• I do not support extraordinarily-expensive, taxpayer-funded “solutions” to “problems” that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>• I am not an environmental specialist, so I cannot comment on the survey question: “does the Blueprint achieve environmental stewardship of the natural resources?”</li> <li>• I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats</li> </ul>		
<ul style="list-style-type: none"> <li>• I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>• I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>• I am concerned that the ski resorts are getting many of their desired “gets”, and their “gives” are more along the lines of “we are not taking as much as we could take”, at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>Overall I have found the “blueprint” (it should have been called a “ proposal”) to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of Important People who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.</p> <p>Therefore I do not support the “blueprint” in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents’/stakeholders’ desires, IF they are all willing to concede on some of their desires.</p>		5/1/2015
<p>May 1, 2015  Subject: Comments on Mountain Accord  Dear Mt Accord Executive Committee:</p> <p>I appreciate the opportunity to participate in the Mountain Accord program and provide my input and comments for your consideration. I live in Sandy, Utah and very regularly recreate in Big and Little Cottonwood Canyons. I am a skier, mountain biker, hiker, and runner. I moved to Utah 24 years ago. I had been coming to ski here at least annually for 10 years prior. A major part of my decision to move to Utah was the Central Wasatch and the Cottonwood Canyons. I truly love the beauty of the area, and the wilderness and near wilderness experiences that are possible only 20 minutes from my home in the Valley. I am a hydrologist, and my career here as a consulting hydrologist has been primarily planning and protecting our existing water supplies, development of new clean water supplies, and attempting to clean up polluted water supplies, such as Hill AFB and Geneva Steel, which unfortunately is not possible with the current technologies and funding our society allocates towards those problems. I understand the importance of the quantity of pristine mountain water that we in the Valley utilize from Big and Little Cottonwood Canyon for drinking water.</p> <p>I am most familiar with the planning issues and challenges in Little Cottonwood Canyon (LCC), and to a lesser extent in Big Cottonwood Canyon. Therefore my comments are focused on LCC more, but my overarching comments can be extended to my opinions on the entire Central Wasatch.</p> <p>Land Swap – Cottonwoods Canyon Task Force (CCTF)</p> <ol style="list-style-type: none"> <li>1. The most troubling part of Mtn Accord to me is the CCTF. We went through the month’s long “public” Mtn Accord process, and ended up with a closed door, secret process with CCTF. I was disappointed to attend the Mtn Accord public meetings where Mayor Becker spoke for 10 minutes without being able to share much insight on the deals that were being hatched – because they were closed. It leaked out that Alta Ski Area was demanding a train and tunnel as part of the proposed swap. I understand Alta later changed its position, however, that news undermines the premise of the Mtn Accord process and public input on transportation solutions. I am still skeptical that Mtn Accord decisions won’t be tweaked to match whatever the ski areas want from the land swap.</li> <li>2. That said, I am supportive of the land swap to allow the US Forest Service to own and manage the currently undeveloped upper mountain lands and put the developed or partially developed lands at the base of the ski base areas into ski area management. I premise my support on the understanding the ski areas would acquire lands of equal or lesser value than they are giving up. My support is also conditioned on following:</li> <li>3. The land exchanges be subject to NEPA.</li> <li>4. The ski areas should give up all of their upper mountain undeveloped holdings. This should not be a piece meal process where they offer up some and not all. Specifically Alta Ski Resort should give up all its miscellaneous holdings in the Albion Basin. I support Alta Ski Area being able to trade for land in the base area that they currently have buildings on.</li> <li>5. If the ski areas land appraised value would result in the ski areas receiving excessively large tracts of land at the base areas, then the excess land should be purchased from the resorts. I think more than 50 acres beyond the land the ski areas currently have buildings on would be excessive. I am supportive of allowing the ski areas to purchase additional acreage if the valuation is out of balance the other way.</li> <li>6. The private inholdings in upper mountain lands should also be brought into public ownership. It is not beneficial to have the ski area land swap and leave behind all the properties that have brought conflict to Central Wasatch for so many years.</li> <li>7. As part of the swap I support the Town of Alta acquiring land through this process in the base area for public purposes such as transit, trailheads, watershed protection, and community space be deeded to public bodies responsible for those purposes.</li> </ol> <p>One Wasatch</p> <p>I believe the largest economic benefit to the Central Wasatch would be a limited, environmentally responsible implementation of One Wasatch. Limited lifts, only where they are required to link the resorts. For the ski community this would result in worldwide draw and appeal – hence a great boost to the economy. It would not provide any transportation solution. The lifts would only be operated during the ski season, they would not be in operation for summer use. It is very disappointing to me that One Wasatch has been eliminated from consideration during CCTF negotiation of the land swap. My understanding is the backcountry advocates and environmental groups have demanded One Wasatch be dropped, and because of this stance have accepted the mass transit tunnel connection between the canyons and Park City. I believe a limited One Wasatch is significantly more environmentally friendly and a bigger boost to the economy. ☺</p>		5/1/2015



<p>Recreation: Although I like where the Cottonwoods Taskforce is at with their land preservation, I don't think the exchange needs to be a light rail. Why should the resorts be getting a light rail for protecting land they don't own? They aren't actually giving anything up here and I think a reward like a light rail is a little obnoxious. The only entities giving something up is the public and mother nature. I don't agree with Snowbird going into Mary Ellen and AF canyon. People camp back there and it's quiet and serene and all you hear at night is the wolves. Why would you do this? Again, the only improvement to the transit we need is buses. Not trains. I don't really think we need stronger trail connections between recreation destinations. The point of being out there is to... be out there. Not to be surrounded by people.</p> <p>Environment: I support the ideas proposed here!!!! I think it's awesome! I hope they can happen! It's hard to see it when you look at the proposals for trains and trams and tunnels. Protecting the lands under the Cottonwoods Task force doesn't mean we should have free reign over everything else. I really like the environmental health monitoring and the protection and restoration programs suggested here. I hope we don't have to negate these ideals with the wishes for more money. In conclusion, it's hard to feel like we as a people have any say in these matters, especially when greed and money talk so much louder. So, I truly, truly hope that these comments are being read and considered and that it is not just something that "looks good" on Mountain Accord's part. I appreciate your mission statement but so many of us are skeptical that the Mountain Accord is really here for our good. I want to believe it, and I want to believe my voice can be heard and that my love for this place means something. I want to believe we aren't just stuck at the mercy of those with \$\$ in their eyes. I left my career at ESPN last year to come back here because there is no amount of sexy job titles or money that is worth the quality of life I have here. I, like many others, came here because of the mountains and the fact that I can camp in the saddles of White Pine and wake up, hike down and go to my job downtown the next morning. This place is special. Please, please protect our wilderness. Don't blow it up, eat the land and hurt the wildlife. We need to be different than Colorado and stand for something other than shiny development and money, that's been done before! Please protect our mountains!!!</p>		5/1/2015
<p>I am writing to oppose the mountain accord in its current format and agree with the letter below, written by Tom Diegel. Words are his, thoughts are also mine. I have been very involved in the Mountain Accord process from the inception as a member of the Recreation System Group, and these are my formal comments regarding the "blueprint" put forth by the Executive Board.</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>· I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</li> <li>· Providing copious parking near the mouths of the canyon would be a critical component of this.</li> <li>· Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)</li> <li>· Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system</li> <li>· Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>· The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.</li> <li>· Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.</li> <li>· Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.</li> <li>· I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.</li> <li>· A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.</li> <li>· Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.</li> <li>· The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>· The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).</li> <li>· The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"</li> <li>· At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.</li> <li>· I am in full support of a year-round bus shuttle system for Mill Creek Canyon.</li> <li>· I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.</li> <li>· The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</li> </ul>		5/1/2015

<p>Recreation- I am in full support of creating a trails network in the upper reaches of the two canyons</p> <ul style="list-style-type: none"> <li>• The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill).</li> <li>• Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)</li> <li>• LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.</li> <li>• I support the permanent protection of the Emma Ridges to Superior ridgeline from development.</li> <li>• I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.</li> <li>• I could (NOT AND NEVER WILL BE) be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.</li> <li>• I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>• I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>• I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas</li> </ul> <p>I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.</p> <ul style="list-style-type: none"> <li>• I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range—that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.</li> </ul> <p>Economics- I support enabling the ski resorts to utilize more water for snowmaking</p> <ul style="list-style-type: none"> <li>• I support adding potential land and altering zoning for additional development at the various resorts' bases.</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>• I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.</li> </ul> <p>Environment- I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"</p> <ul style="list-style-type: none"> <li>• I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</li> <li>• I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area</li> <li>• I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</li> <li>• I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</li> </ul> <p>Overall I have found the "blueprint" (it should have been called a "proposal") to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of Important People who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.</p> <p>Therefore I DO NOT support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires, IF they are all willing to concede on some of their desires</p>		5/1/2015
<p>First of all, thank you for your continued efforts to receive comments from the public and make the process very accessible. I have worked in the transportation industry in the past and know that it is a challenge.</p> <p>That being said, I am surprised that a more robust bus system is not the primary proposal for the blue print. If the train or dedicated bus lane were even feasible to build, the following proposal would still need to be implemented to solve the local transportation issue in the interim. Any widening of Little Cottonwood Canyon would take the better part of a decade to complete and would certainly restrict access during construction. This begs the question of 'why not focus on improving the existing bus infrastructure as the primary means to the end?' Well because that's not as exciting as marketing a train the Europeans can. However their canyons do not occupy a relatively small area that directly impacts a major metro area's water supply like the Wasatch range does.</p> <p>The following are very actionable suggestions that maximize existing infrastructure and provide ski resort users with a reliable system that would greatly alleviate the individual vehicle use currently happening in the Cottonwood Canyons.</p> <p>Dedicated Canyon Buses: Each canyon should operate dedicated buses rather than have the buses coming from the various Trax stops all the way to the resorts. This current systems results in buses rarely arriving at the mouth of the canyon location on time. This also results in buses being very full by the time they get to the most popular pick up point. Many local residents turn to hitchhiking instead, which is neither safe nor legal.</p> <p>Continuous Bus Hours: There is currently very limited bus service in the canyons. I encourage you to review the schedules thoroughly. Many locals have the luxury of spending only half of a day in the canyons due to backcountry use and/or season passes at the resorts. I and many others frequently opt not to take the bus because it is not feasible to leave the resort in time to make it to work or other obligations prior to 2:00 pm. The bus schedule seems to only be designed for tourists who prefer to ski from open to close. Even in that scenario, there is limited service in the morning, so if you miss the one bus you have to wait 30 minutes for the next. This again leads to locals opting for hitch hiking or getting back in their personal vehicle and ignoring 4x4 requirements. With dedicated canyon buses, there should be uninterrupted and frequent bus service.</p> <p>Extended Bus Hours: All bus service stops within an hour and a half of the lifts closing. This is not enough time for those choosing to dine at the mountain and still utilize public transportation. Ideally a visitor would be able to use the bus system to connect to transportation and enjoy the dining options that the valley has to offer and still return to lodging at the resorts. Many tourists opt to stay in the valley since the resort amenities in the cottonwood canyons are lacking. This would provide a Win-Win for those staying in the valley who wish to remain on the mountain through the evening and those staying at the resort wishing to enjoy Salt Lake City.</p> <p>Park City Express Ski Bus: I have to invoke my personal experience with this topic. I have been to Europe where they connect massive resorts with extraordinarily long and boring runs as well as trams, trains, chairs, and gondolas. I quickly learned that traveling between resorts was a complete waste of my day with more time spent on lifts than skiing. I had a Big Cottonwood Pass last year and only skied both resorts in the same day one time because it was such a tedious connection that took an hour out of my day... I can't imagine trying to connect from Park City to Snowbird and then back again! This doesn't even include the issue of 2 of the 7 resorts not allowing snowboarders, which renders the connections useless anyways. So I am proposing an express bus from Park City with limited stops that would connect visitors to the mouth of each canyon where they can board a dedicated canyon bus. This is better than using lifts to connect because visitors could take a bus that would allow them to be on the slopes of their desired resort at open instead of beginning the 2 hour journey or riding lifts once the resort of origin opens. Park City visitors and/or residents could then also enjoy the food and drink options at these resorts without worrying about having to be on lifts early enough to get back to their original resort prior to close. In Zermatt, Switzerland I witnessed a group of Italians trying to find accommodations for the night because they did not get on the last connecting lift to cross back into Italy before 3:30 pm.</p> <p>Utilize Existing Parking Structures: Many local users gravitate toward the mouth of each canyon as a designated meet up. However, building adequate parking in these areas is neither feasible nor a good idea to maintain the character of the canyons. The commercial hub located at 3000 E and 6200 S already contains parking infrastructure, a ski shop, coffee shops, restaurants, etc. to become a hub for ski transportation.</p>		3/17/2015
<p>Offer a One Wasatch Pass: The lure of multiple resorts on one pass in Europe and Colorado has less to do with attempting to cover multiple resorts in one day, which is difficult and not enjoyable, but rather the flexibility to decide the day of or the night before where you would like to go skiing. Many people would gladly pay a premium for a combination day pass in order to have that flexibility. I know less about the financial viability of this option, but it should be considered as an alternative to physically connecting the resorts.</p> <p>Restricted Car Access/Parking: This is a complicated issue, but the fact stands that there is more demand than supply in the cottonwood canyons and that is only getting worse. The regular and reliable bus system would need to be implemented prior to restricting vehicle use in the canyons. If continuous and frequent bus service is implemented it may reduce the need for this option all together. I would personally never drive to the resort if I knew I could take a bus within 15 minutes of parking and then catch a bus within 15 minutes of deciding to head back to my car. However, if demand continues then carpool lots and other vehicle restrictions need to be evaluated. A train is not the solution. The parking lots at these resorts represent the max number of users that make sense for an enjoyable experience. Please don't turn us into the 30+ minute lift line waits of Colorado.</p> <p>The suggestions I have outlined benefit each of the 4 system groups.</p> <p>Transportation is enhanced for both local and visiting users reducing the need for individual vehicles in the canyons as well as for connecting to Park City. These options are also more easily implemented and would have a significant impact.</p> <p>Economy is enhanced by allowing resort users to spend more time in recreation hubs due to extended bus service as well as opening up more dining and lodging options for visitors by having more convenient access.</p> <p>Recreation is preserved for backcountry users which are a quickly growing user group as well as focus on enjoying recreation itself, not spending time on lifts. Also increasing the number of user at the resorts detracts from the experience that attracts visitors to Utah in the first place.</p> <p>Environment is both protected and enhanced by reducing individual cars in stop-and-go traffic as well maintaining the existing watershed protections and not altering the character of Little Cottonwood Canyon with a train or widened road.</p>		3/17/2015

I am a Utah transplant from Massachusetts. Growing up I considered myself an explorer: I was in Boy Scouts, I would ride my local mountain bike trails tirelessly to find new places, spent countless days hiking the White Mountains and beyond...the list goes on. Skiing New England, I got a taste of both my own aversion to crowded ski resorts and also the sense of freedom and euphoria that is possible to attain with exploring sidecountry and backcountry ski terrain. Now, admittedly, I won't exactly claim that I am a backcountry skier. Sugarbush, Vermont's sidecountry, Tuckerman's Ravine in NH, and other relatively low-risk out of bounds skiing has been the scope of my experience. I lived in Breckenridge, CO for two winters and got tired of the crazy lift lines and the ritzy/touristy vibes, so I sought out a new place to work and ski, and landed at Alta. This past winter was my second season working there, and both seasons I was yearning to finally take my Avy 1 class, invest time into studying books/gaining experience and invest money into the proper gear, and get out there on the skin track for real. However, finding that Alta and LCC in general are vastly different from larger resort towns like Breck in that they don't receive nearly the same crowds, I found myself content with exploring the seemingly never-ending inbounds terrain. I was okay with saving money for the time being and getting to know the area a little better first to maintain a healthy respect for the backcountry, instead of trying to be a hero and rushing out of bounds. That said, all along I've known in the back of my head that before long, the day will come when I will finally find the drive to commit and step in with both feet and explore the Wasatch on my own two feet. With two seasons skiing strictly at the resort, I feel that that day is approaching.

As the people in charge of this grand Mountain Accord plan, the leaders of, you guys owe it not to me, but the thousands if not more people just like me who are eager and aspiring to venture into backcountry skiing for the first time. I know that Alta is but one of the 7 resorts in the picture here, but the reason Alta is so special and stands out in my mind (having skied 6 of the 7) is because in my mind it most closely parallels what I imagine the Wasatch backcountry to be like. It is like a time machine - the development is minimal, the experience is pure, and it allows people to find a greater connection with nature and the community, which is really what skiing is all about. Authenticity, not publicity and exponential growth. It parallels the best parts of Utah in so many ways, all the preserved wild spaces that people flock to from all over the world. Having never experienced dawn patrols or any other aspect of backcountry skiing in the Wasatch, Alta to me feels like a first step, a gateway into a higher realm that is in grave danger of being permanently altered beyond recognition of what so many generations before us have come to love.

First and foremost, the idea of a publicly funded or subsidized transit/connection system that exists for the benefit of big business is utterly absurd. Not that I support these large corporations and the agencies involved in developing their operations even if it was self-funded, but the idea that they are trying to push for government funding and taxpayer dollars to carry out a plan that isn't unanimously supported by the public is pathetic and cowardly. Secondly, having the idea drilled into my brain two winters in a row that the watershed LCC is highly fragile and in need of protection and preservation, it really paints the proponents of these grand developments as scumbag hypocrites for wanting to commercially expand these areas knowing they will endanger the ecosystems and threaten the watershed even more than it already is. We do not need all of the certain construction runoff we do not need an aerial tram between Park City and BCC and we certainly don't need tunnels connecting any of the canyons. I saw a comment on the WBA website claiming that one reason tunnels between the canyon heads were proposed is because they could provide a solution to the "emergency" of being stuck up canyon during a road closure - I can tell you firsthand from my experience as a bartender at Alta, I was working during the one stand-out Christmas week storm when the roads were closed until about 9pm; the bar was packed and nobody seemed to be in a state of emergency. People kind of just dealt with it, they accepted they'd have to just drink some beer, eat some nachos, and get home a little later than expected. It was an experience to be enjoyed, not an inconvenience or a burden. The road was closed and that was that. Is it insensitive to ignore the possibility that, sure, there could truly be an emergency down valley that somebody up the canyon needs to be present for? I think you could look at it that way, yes, but I believe the toll of implementing these tunnels absolutely outweighs the need to mitigate the risk of maybe a few cases a year where this occurs. These canyons have been operating commercially as far back as when Alta opened 77 years ago without the need - why all of a sudden is this an issue? These tunnels would just be extra unnecessary gimmicks adding to the grandeur of the fancy ski vacation experience. Park City and its surrounding areas already have enough glitz and glamour to appease the high rollers. Tourists, ski resort executives, and locals with extremely expensive taste - who speak neither for the majority of the ski industry nor the soul of the sport - would be the only ones to benefit from a plan of this caliber because they are the only ones who care for amenities like the ones proposed. Despite how "imperative" it is for businesses to continually expand and growth to be logged on the charts, it is not sustainable. If these plans pass and development is given the green light, what's going to happen twenty years down the road? Is whatever remains of the backcountry going to get forced out of the hands from the people who know it and love it the most when people get enough of their newfound access? Then what? There's no more land to seize; what will the resorts that need growth do? Local skiers and riders understand what skiing is about and know that these luxuries aren't necessary. They certainly don't cry every night because there aren't more skiers out on the hill or in the backcountry; they just want to go skiing. There needs to be a major shift in the attitudes and approach to environmental humility and reserve of these big enterprises that generate such large scale business on the land to which they owe the majority of their wealth and success. I understand the motives for some of the proposed ideas from an environmental standpoint, and I acknowledge the fact that skiers are certainly guilty of having a substantial carbon footprint. Which is why, despite knowing it would be frowned upon by LCC/BCC locals who live in the canyon and get the place to themselves when the roads close, I can possibly get behind the idea of a train up the canyons to help cut back on individual vehicle emissions. Or at least a designated bus lane. That said, fairness to backcountry skiers is of paramount importance and stops at major trailheads to disperse human-powered traffic are a must.

If you read my message and the thousands of others that are sure to flood your inboxes, please know that your time and thoughtful consideration of the concerns of genuine, well-meaning citizens like myself is highly appreciated. This is a monumental possible turning point for the future of one of our country's most beautiful and beloved wild areas, and we the people need your help in preserving its natural splendor. Please take seriously the overwhelmingly positive effects that wide open, undeveloped spaces have on the mental and physical health of the community that enjoys them, and really ask yourselves if caving in to the financial pressure to please big business and their clientele is what this state - both its people and its remote environments that foster ecosystems - needs. I hope you understand that if the natural world and its intrinsic value have ever shaped your life in any way, if perhaps the beauty of the great outdoors and the fantastic access to these amazing, dare I say sacred, spaces that already exists here is what brought you to Utah in the first place; I hope you understand that deep down in your hearts, you already know what the right decision is. My only hope then is that you will have the courage to follow your hearts and make that decision. Long live wild spaces and smiling faces.

Please find attached the comments of the Utah Chapter on the Mountain Accord Blueprint. Thank you,  
Utah Chapter, Sierra Club

To Whom It May Concern: Throughout its century-plus history, the Sierra Club has been at the forefront of the movement to protect America's wild places and the beauty, clean water, wildlife habitat, restorative and recreational opportunities they provide. Here in Utah, the Wasatch Mountains are a unique resource to the citizens of Utah and visitors from all parts of the world. The Utah Chapter of the Sierra Club supports the Mountain Accord blueprint process and the efforts to preserve the quality of experience in key backcountry terrain, provide enduring protection against ski resort and residential expansion and resolve transportation issues involved in accessing the mountains. The discussion of environmental concerns in the Blueprint is conceptually sound but we feel needs to be more central to planning. Protecting the Wasatch environment should drive other parts of the Blueprint and be a pre-condition to any development strategies seriously considered. We believe that some aspects of the Mountain Accord process have the potential to yield positive outcomes for both conservationists and developers. However, we oppose other parts of the February 2015 Mountain Accord Blueprint and believe other areas deserve further study before informed comments can be made. Train versus Bus in Little Cottonwood Canyon  
A railway would be visually intrusive, very noisy, and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Understandably the ski resorts would like better guest access during times of heavy demand. Public transport up the canyon must be frequent, comparable in travel time to driving, affordable and potentially protected from road-sweeping avalanches. We believe better access might be achieved with improved bus service. A dedicated bus lane could be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design. Fare costs must be kept low or people will continue to drive. As compared to an expensive, slow, likely cog-railway service, bus service would be preferable because: • The frequency of rail service would probably not be as good as buses because trains would carry more passengers per trip than a bus.

- In low demand times during the year and during each day, operating a train may not be economical, or result in expensive fares and infrequent service.
- Bus service could be scaled to match demand more flexibly than a train, by using vans and various size buses, while maintaining a frequent schedule.
- A special maintenance facility for the railway may be needed near the mouth of Little Cottonwood in a prime residential area or in the scenic upper part of the canyon. Tunnels and other Transit Issues

The Sierra Club does not see any persuasive evidence that the ski industry marketing concept of "One Wasatch" would benefit the region. Such a major change to the existing ski resort infrastructure should be evaluated on a needs-and-cost basis as well as an environmental impact basis. At this stage, the need is not a given and the cost and environmental impacts are not known. Instead, we believe the Blueprint should address the greatest transit needs for residents and guests, above and distinct from ski resort marketing and profitability. We therefore would look favorably upon improved transit between Salt Lake City and Park City, such as improved bus service or train. However, we are highly skeptical of tunnels in Little Cottonwood, Big Cottonwood, and Park City and cannot support inter-canyon/resort train service as articulated in the Blueprint. We believe that this aspect of the plan: • serves primarily as a ski resort marketing device that would do little to address regular transit needs for city residents and guests, and

- would pose multiple environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons, and
- would incur significant construction and maintenance costs, presumably paid by Utah taxpayers who would not generally benefit from them.

#### Land Swaps

The Blueprint proposes a number of land parcel exchanges. The Utah Chapter agrees in principle to preserving pristine backcountry in the Wasatch while allowing limited additional development in less sensitive locations. However, it was difficult to see at the scale provided exactly where the various land parcels are located, what visual and other environmental impacts might result, and what the process would be for each change in ownership. Therefore, we support the general concept of land swap but reserve final judgment until we see the details. Further, the land swap should be reviewed and approved parcel-by-parcel rather than in toto.

#### Further Study Needed

How accurate are growth forecasts for recreational skiing/snowboarding given the following factors?

- Climate Change. The Utah State Climatologist projects spring snow disappearing by 2100. This might result in demand for skiing being much below the projections of Ski Utah, a massive increase in water supply desired for snowmaking, or use of artificial ski surfaces at lower elevations.
- Declining Interest of Youth in being Outdoors. Today's youth spend half as much time outdoors as their parents (America's Great Outdoors 2011). How will this affect future ski area attendance?

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• Cost of Lift Tickets. The economic impact of Mountain Accord has yet to be determined. However it is reasonable to assume that skiers/snowboarders will bear the costs of improved access and expanded facilities through more expensive lift tickets. How will these increased costs impact demand for skiing? How much usage would shift to other areas such as Sundance, Snowbasin, Powder Mountain, etc.? Skiing is already unaffordable for most middle income Utah families; only 7% of Utah residents currently ski in resorts. How much will lift ticket price increases further reduce access for Utahns?

What would be the economic impact on access to the canyons?

• Part of the plan for reducing vehicle access to the Cottonwood canyons is an "economic disincentive" or fee per vehicle. This could make access to the canyons more challenging or impossible for youth and economically disadvantaged people.

• Having toll booths at the mouth of the canyons, either when entering or exiting, would be unfavorably received by canyon users.

• Is increasing the cost of using the canyons worth the tradeoff to improve resort skier access for a few winter months? Would every canyon user be subsidizing a ski industry that caters to wealthy non-residents?

Without further studies on long-term climate and population/demographic trends, accurate environmental and economic projections for many aspects of the Blueprint can only be guessed at.

Conclusion

The Utah Chapter of the Sierra Club appreciates the inclusive Mountain Accord process. We agree with protecting land that is currently threatened with development and limiting the footprint of future development in the Wasatch. Any Mountain Accord agreement that increases transportation capacity should ensure protection of the environment, ensure that transit improvements primarily benefit residents and visitors while secondarily improving ski resort marketing, and are cost effective to those bearing the costs.

Finally, the Sierra Club believes that doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future. The future demand discussed in the in the Blueprint is an uncertain projection due to economic, societal and climate change impacts. Further independent study is recommended regarding future visitation patterns and potential impacts of development.

Hello, I totally agree with the Utah Chapter of the Sierra Club with respect to the Mountain Accord, as follows:

Train versus Bus up Little Cottonwood Canyon

A railway would be visually intrusive, very noisy, and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife.

Understandably the ski resorts would like better guest access during times of heavy demand. Public transport up the canyon must be frequent, comparable in travel time to driving, affordable and potentially protected from road-sweeping avalanches. We believe better access might be achieved with improved bus service. A dedicated bus lane could be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter.

Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design. Fare costs must be kept low or people will continue to drive.

As compared to an expensive, slow, likely cog-railway service, bus service would be preferable because:

The frequency of rail service would probably not be as good as buses because trains would carry more passengers per trip than a bus.

In low demand times during the year and during each day, operating a train may not be economical, or result in expensive fares and infrequent service.

Bus service could be scaled to match demand more flexibly than a train, by using vans and various size buses, while maintaining a frequent schedule.

A special maintenance facility for the railway may be needed near the mouth of Little Cottonwood in a prime residential area or in the scenic upper part of the canyon.

Tunnels and other Transit Issues

The Sierra Club does not see any persuasive evidence that the ski industry marketing concept of "One Wasatch" would benefit the region. Such a major change to the existing ski resort infrastructure should be evaluated on a needs-and-cost basis as well as an environmental impact basis. At this stage, the need is not a given and the cost and environmental impacts are not known.

Instead, we believe the Blueprint should address the greatest transit needs for residents and guests, above and distinct from ski resort marketing and profitability. We therefore would look favorably upon improved transit between Salt Lake City and Park City, such as improved bus service or train. However, we are highly skeptical of tunnels in Little Cottonwood, Big Cottonwood, and Park City and cannot support inter-canyon/resort train service as articulated in the Blueprint. We believe that this aspect of the plan:

serves primarily as a ski resort marketing device that would do little to address regular transit needs for city residents and guests, and

would pose multiple environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons, and

would incur significant construction and maintenance costs, presumably paid by Utah taxpayers who would not generally benefit from them.

Land Swaps

The Blueprint proposes a number of land parcel exchanges. The Utah Chapter agrees in principle to preserving pristine backcountry in the Wasatch while allowing limited additional development in less sensitive locations. However, it was difficult to see at the scale provided exactly where the various land parcels are located, what visual and other environmental impacts might result, and what the process would be for each change in ownership. Therefore, we support the general concept of land swap but reserve final judgment until we see the details. Further, the land swap should be reviewed and approved parcel-by-parcel rather than in toto.

Further Study Needed

How accurate are growth forecasts for recreational skiing/snowboarding given the following factors?

Climate Change. The Utah State Climatologist projects spring snow disappearing by 2100. This might result in demand for skiing being much below the projections of Ski Utah, a massive increase in water supply desired for snowmaking, or use of artificial ski surfaces at lower elevations.

Declining Interest of Youth in Being Outdoors. Today's youth spend half as much time outdoors as their parents (America's Great Outdoors 2011). How will this affect future ski area attendance?

Cost of Lift Tickets. The economic impact of Mountain Accord has yet to be determined. However it is reasonable to assume that skiers/snowboarders will bear the costs of improved access and expanded facilities through more expensive lift tickets. How will these increased costs impact demand for skiing? How much usage would shift to other areas such as Sundance, Snowbasin, Powder Mountain, etc.? Skiing is already unaffordable for most middle income Utah families; only 7% of Utah residents currently ski in resorts. How much will lift ticket price increases further reduce access for Utahns?

What would be the economic impact on access to the canyons?

Part of the plan for reducing vehicle access to the Cottonwood canyons is an "economic disincentive" or fee per vehicle. This could make access to the canyons more challenging or impossible for youth and economically disadvantaged people.

Having toll booths at the mouth of the canyons, either when entering or exiting, would be unfavorably received by canyon users.

Is increasing the cost of using the canyons worth the tradeoff to improve resort skier access for a few winter months? Would every canyon user be subsidizing a ski industry that caters to wealthy non-residents?

Without further studies on long-term climate and population/demographic trends, accurate environmental and economic projections for many aspects of the Blueprint can only be guessed at.

Conclusion

The Utah Chapter of the Sierra Club appreciates the inclusive Mountain Accord process. We agree with protecting land that is currently threatened with development and limiting the footprint of future development in the Wasatch. Any Mountain Accord agreement that increases transportation capacity should ensure protection of the environment, ensure that transit improvements primarily benefit residents and visitors while secondarily improving ski resort marketing, and are cost effective to those bearing the costs.

Finally, the Sierra Club believes that doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future. The future demand discussed in the in the Blueprint is an uncertain projection due to economic, societal and climate change impacts. Further independent study is recommended regarding future visitation patterns and potential impacts of development.

4/16/2015

To Whom It May Concern:

Below reflects some of my thoughts and concerns that have come up during the Mountain Accord Process.

Transportation

- I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train.
- Providing copious parking near the mouths of the canyon would be a critical component of this.
- Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train)
- Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system
- Incentivize ridership by making the bus fee free or only a nominal price.
- The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses.
- Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems.
- Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway.
- I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon.
- A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit.
- Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints.
- The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.
- The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study).
- The question on the survey asking if the transit "solutions" are "environmentally-sustainable" is fundamentally flawed: transit systems are not intended to be "environmentally sustainable"; they are intended to transport people from point to point. Since NO ONE - including trans engineers who have looked into this project - knows if they'll actually be environmentally-sustainable (eg degrading the watershed) that point is misguided at best and badly misleading and irrelevant at worst. The question should be "Is this a solution that I as a user of the Central Wasatch would actually use and be willing to pay for?"
- At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons.
- I am in full support of a year-round bus shuttle system for Mill Creek Canyon.
- I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation.
- The rationale provided for abandoning the Parley's rail transit - that was favored in the Trans system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.

Recreation

- I am in full support of creating a trails network in the upper reaches of the two canyons
  - The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill til the tram runs and then it becomes downhill).
  - Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths)
  - LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc.
  - I support the permanent protection of the Emma Ridges to Superior ridgeline from development.
  - I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection.
  - I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope.
  - I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry
  - I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.
  - I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.
  - I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas
- I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail.
- I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range - that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission.

Economics

- I support enabling the ski resorts to utilize more water for snowmaking
- I support adding potential land and altering zoning for additional development at the various resorts' bases.
- I support enabling the ski resorts to expand their summertime activities within their existing footprints.
- I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak
- I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market.

Environment

- I am not an environmental specialist, so I cannot comment on the survey question: "does the Blueprint achieve environmental stewardship of the natural resources?"
- I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.
- I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area
- I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.
- I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.

Overall I have found the "blueprint" (it should have been called a "proposal") to NOT be reflective of the thousands of hours of work that people put into the system group meetings and submeetings over the summer; it confirms to me that the Exec board was made up of a lot of important people who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Groups.

Therefore I do not support the "blueprint" in its current form, but I am a strong believer in the Mountain Accord ideals and timing, and am very hopeful that a more equitable balance of gives and takes can be achieved to accommodate many constituents'/stakeholders' desires, IF they are all willing to concede on some of their desires.

(end of comments)

4/24/2015

4/24/2015

4/24/2015

<p>I have been very involved in the Mountain Accord process as a member of Wasatch Backcountry Alliance, and these are my formal comments regarding the “blueprint” put forth by the Executive Board.</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>• The traffic in LCC is significant on SOME days. Those SOME days are often the weekends and when fresh snow happens. Not all days pose a traffic problem.</li> <li>• Resorts could change be part of the solution by changing hours/ticket prices to spread the traffic patterns.</li> <li>• Incentivize ridership by making the bus fee free or only a nominal price.</li> <li>• Buses need to be more time efficient – it takes too long to ride a bus to Alta with all the stops.</li> <li>• Providing significantly more parking near the mouths of the canyon would be a critical component of this.</li> <li>• Snowsheds and/or bridges over slide paths can/should be added for increased avalanche mitigation for the highway. This is done elsewhere in the country and world – why is it not implemented in Utah?</li> <li>• I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. No need for a lift up Flagstaff when Gas-X is a proven solution.</li> <li>• A tunnel linking LCC and BCC is not needed or will provide any real benefit.</li> <li>• Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts’ footprints and decreasing the backcountry experience.</li> <li>• Adding a tunnel would be a tax payer funded benefit to privately held ski resorts. There are no significant “problems” that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</li> <li>• I do not support a fixed guideway system connecting BCC to Park City. This is not supported by Park City officials and would be a tax payer subsidy to ski resorts and not a transportations solution.</li> <li>• I think the Wasatch PowderBirds should be on a 5 year permit system instead of 10 years. I wish they would fly outside of the most crowded parts of the Wasatch – that would significantly reduce the conflict between user groups and increase the quality of the backcountry experience. Does the Wasatch need helicopter skiing or is it kept around to appease the elite few at the expense of quality wilderness experience for many?</li> </ul> <p>Economics</p> <ul style="list-style-type: none"> <li>• I support adding potential land and zoning for additional community developments at the ski resorts’ bases. I don’t support more condos that get used a couple of times per year by the elite while workers travel up and down the canyon as prices are too high for affordable living within canyons.</li> <li>• I do not support more “high end” housing in BCC or LCC.</li> <li>• I support enabling the ski resorts to expand their summertime activities within their existing footprints. Solitude does a great job with trials and Frisbee gold. Park City Has exceptional mtn biking trails that are just as iconic as the winter activities. <p>Environment</p> <ul style="list-style-type: none"> <li>• I am not an environmental specialist, so I cannot comment on the survey question: “does the Blueprint achieve environmental stewardship of the natural resources?” Although my gut feeling is no the blueprint does not achieve environmental stewardship of natural resources as not enough research has been done on the many proposals.</li> <li>• The EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development.</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>• I support keeping resorts in existing boundaries.</li> <li>• I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am in full support of creating a trails network in the upper reaches of BCC and LCC. Park City has trails that have significant amount of users.</li> <li>• The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared.</li> </ul> </li></ul>		4/28/2015
<ul style="list-style-type: none"> <li>• I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope of base areas. This could add significantly more customers to Snowbird if the drive from Provo/Orem was significantly reduced.</li> <li>• I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry</li> <li>• I am supportive of Brighton’s formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift.</li> <li>• I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.</li> <li>• I am in support of modifying wilderness boundaries to accommodate the Bonneville Shoreline Trail. It would be a huge benefit to have a quality trail that goes along the entire Wasatch Front.</li> </ul> <p>In summary, I do not support extraordinarily-expensive, taxpayer-funded “solutions” to “problems” that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market. Backcountry use is one of the best things of the Wasatch and a balanced and responsible land use with be a treasure for generations. I have yet to see a ski area decrease it’s footprint in the Wasatch. I’m a believer in the Mountain Accord process but feel the board is made up of people who don’t represent the wishes of the people or are working to create a sustainable and balanced use of the limited mountain resources that make the Wasatch. ☹</p>		4/28/2015
<p>I support Mt. Accord’s blueprint proposal for increased environmental protection of Wasatch lands and enhanced recreation trail networks. However, I am opposed to the following elements of the transportation blueprint: a) proposed resort expansion into current prime back-country ski areas, b) the proposal for a train or rapid transit bus lane in Little Cottonwood Canyon (LCC), and c) the proposed connection of the LCC, Big Cottonwood Canyon (BCC) and Park City.</p> <p>--a--Alta’s proposal to expand into Grizzly Gulch with a new chair lift and Solitude’s proposal to expand into Silver Fork with a chair lift re-alignment would be a great loss to the back-country ski community!! Grizzly Gulch in particular is my main back-country terrain that I ski 2-3 times a month for most of the winter. Based on my experience, it seems like the majority of back-country skiers are Utahans, while the majority of resort skiers are out-of-staters. By giving up more back-country terrain to the ski resorts we are catering to out-of-staters and at the same time restricting our own ability to enjoy the Wasatch wilderness. I am proud to support Wasatch Backcountry Alliance, and I hope they will succeed at opposing these proposals</p> <p>--b0--I am opposed to the train or bus rapid transit BRT lane proposal “proposed transportation plan” (PTP) in LCC for the following 9 reasons: b1) the urbanization feel that it would bring to the canyon, b2) the potential loss of bouldering and other rock-climbing opportunities, b3) the increased risk they would add to driving the canyon, b4) the impact on the environment, b5) the potential lack of utility for dispersed users at late hours, b6) the increased risk for pedestrian-traffic fatalities due to increased foot traffic from a fixed stop schedule, b7) the potential loss of parking opportunities, b8) the cost of financing this PTP, b9-b10) the disconnect between this PTP and Mt. Accord’s own “ideal system” research on transportation and growth.</p> <p>--b1--If a train or bus were added to LCC alongside the existing roadway it would make the canyon feel more urban/developed. I use this canyon regularly, 3-5 times a month throughout the year, to escape the city and enjoy our amazing Wasatch wilderness through rock-climbing, bouldering, ice-climbing, hiking, biking, back-country skiing, alpine skiing, cross-country skiing and running. If a train were added, it would be a diesel cog locomotive due to the grade of LCC which averages about 8%, as electric trains cannot travel this steep of a grade. I am concerned about seeing, hearing, and smelling a train in the canyon when I am trying to escape the city and enjoy the wilderness. This would greatly detract from my recreational experiences.</p> <p>--b2--Along these lines, how would developing a train alongside LCC road affect the bouldering and rock-climbing access and experience? In particular, some boulders are within 20 feet of the road, so I wonder how a train or BRT could “fit” and preserve the existing bouldering experience. I would hope that bouldering and climbing opportunities would not be lost. I also hope that it would not endanger climbers or cause increased stress due to proximity of train tracks or the bus lane.</p> <p>--b3--I am concerned about the dangers that a train or BRT system would bring to the car traffic through the canyon. Driving personal vehicles would become more dangerous because we would now be sandwiched between the opposing lane and a train or BRT lane. This is especially dangerous in the winter time where cars slide off the road. An increase in traffic fatalities seems likely as cars slide into a train or bus instead. Are there measures that can be taken so that this PTP does not reduce the safety of personal vehicle traffic?</p> <p>--b4--The canyon is part of a protected watershed and a fragile ecosystem. I am concerned about the environmental impact of building a train or widening the road for the BRT lane.</p> <p>--b5--As a dispersed user, I would need several stops throughout the canyon in order for the PTP to accommodate my usage: Gritmill, Gate Butress, Coalpit Butress, Lisa Falls, Maybird Slide Area, Tanner Gulch and White Pine. In order for the PTP to be useful for me in the summer time, I would also need services that run until 10pm at night. Otherwise, I will likely continue to drive the canyon.</p> <p>--b6--Given that some freedom is lost from a fixed stop schedule, it will also be important to have a safe trail system since foot-traffic alongside the road will increase in response to fewer access points. This trail system will need to run the length of the canyon, otherwise pedestrian-traffic fatalities could increase.</p> <p>--b7--I hope that existing parking opportunities will not be lost or reduced as a result of the PTP.</p> <p>--b8--The cost of financing a train is estimated at a billion dollars – a steep price tag to be financed by Utah tax payers relative to the fraction of Utahans who use LCC on a regular basis. Also, what are the costs of clearing land slides and avalanches from train tracks?</p> <p>--b9--Finally, I am concerned about the disconnect between the results from MA’s transportation and growth research, which show traffic volumes in LCC to be constant over the past 11 years, and the proposal to put in a train or BRT. In the “Existing Conditions &amp; Future Trendlines of the Transportation System” MA says: “In the study area, traffic volumes have remained relatively constant for 11 years” (pg 9) and “Traffic in the Cottonwood Canyons typically operates at free-flow speeds, with the exception of congestion problems at peak times (ie, snow days, peak ski days)” (pg 9). The study area includes LCC. MA also describes peak traffic times as snow days which they estimate to occur 10-15 days/year (4-5.5%, pg1). On pg 5 of this document it describes how “climate change shortens the winter season”. Based on MA’s research, the transportation problem is only present 5% of the year, with potential to decrease in the future as a result of climate change. How is a transportation proposal that is costly in terms of money, recreational experience, and environmental impact a good solution to this rare problem? ☹</p>		4/29/2015

b10—Along these lines, MA's transportation and growth research also does not show LCC to have projected future issues with traffic congestion. Figure 46 "Map of Traffic Congestion in 2040 without Long Range Transportation Improvements" (pg 50) indicates a lot of traffic congestion issues throughout SLC in response to the 43% projected population growth that is expected by 2040. However, LCC is not an area of concern on this map. If there is no projection of a traffic congestion problem by 2040 in LCC, then why do we need an immediate solution?

Wouldn't increasing the number of buses during peak times make more sense than a train or a BRT?

--c-- Finally, I am opposed to the plans to use tunnels or trams to link the LCC, BCC and Park City area. Again this would be a costly project (billions of dollars), which does not appear to respond to needs from the MA's "ideal system" research. I am concerned that this was proposed by ski resorts and/or stake-holders seeking land development and resort expansion. Connecting the canyons in this way would again mean a loss of back-country terrain (likely grizzly gulch, silver fork, and more), as resort skiers would be guaranteed a simple return to their home resort. I am also concerned that linking the canyons in this way would increase deaths from avalanches. Most resort skiers are not equipped with back-country beacons, gear and training. Thus, linking the ski resorts would facilitate naïve travel into the back-country and lead to even more resort skier deaths.

I do support the following aspects of the blueprint: increased environmental protection of Wasatch lands and enhanced recreation trail networks. However, the transportation blueprint focuses the majority of financial resources on LCC and connecting the canyons. This As a new transplant to the Salt Lake City Area I see lots of positive items with the Mountain Accord process, however I also see several items which are very concerning for me. I have listed my points below as bullet points and have closed with some possible solutions and other idea

Items which I support in the Mountain Accord as written  
Environment

Preserve land, protect watersheds and water resources

- Secure additional protections on federal lands to provide permanent and predictable management.
- Work with ski areas to place lands in the upper Cottonwood Canyons into protective public ownership.
- Prioritize and acquire private lands from willing sellers.
- Identify and protect key wildlife corridors.
- Broaden watershed protections.

Monitor environmental health

- Implement an environmental monitoring program and create adaptive management plan.
- Analyze and mitigate environmental impacts prior to implementing proposed actions.

Protect and restore the environment

- Implement an environmental restoration program.

- Provide transportation alternatives that result in environmental benefits to the mountains.

Transportation

Transit incentives and automobile disincentives including parking/pricing strategies.

Year-round local bus service in Big Cottonwood Canyon.

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.

Shuttle service in Mill Creek Canyon.

High capacity transit connections in the eastern Salt Lake Valley.

Safety and access improvements for bicyclists and pedestrians.

Recreation

Improve and connect the regional trail network

- Construct and improve trail segments.
- Connect recreation destinations with trails.

Preserve key backcountry terrain

Economy

Encourage development patterns that preserve community character and quality of life

- Invest in transit solutions that ease congestion.
- Design infrastructure that is locally authentic and compatible with the character objectives of each community.
- Focus most future development in urban areas, as identified in Wasatch Choices 2040.
- Provide the option for a car-free experience for residents, workforce, and visitors.

Generate sustainable economic growth to reinvest in the Central Wasatch mountains

- Increase tax revenue that can be captured for reinvestment in the Central Wasatch (e.g., preservation, restoration, improvements, etc.).
- Prioritize and fund opportunities to protect and enhance the environment.

Ensure Utah's tourism market is competitive now and into the future

- Develop an urban-mountain brand that is unique in the world.
- Improve the visitor experience for residents and recreationists in summer and winter with high quality transit choices to mountain activity centers.
- Allow limited new development in the mountains, focused around thoughtfully designed transit stops that provide excellent access to many types of recreation.

Items I would like to see added in Mountain Accord

Transportation

- I would like to see a Local Bus route that would allow users to stop more often in the cottonwood canyons to promote the user experience for users who recreate outside of the traditional ski area stops
- Promote the third lane to change directions at different times of the day. AM hours the third lane is only for uphill traffic, PM hours the third lane is for downhill traffic much like major cities do during rush hour traffic or
- Use of the existing lanes in Little Cottonwood to give the Up canyon bus right away this could increase the usage of the bus transportation in LCC.

Environment

- I would like to see the USFS encouraged to look at different designations for parts of the central Wasatch. The one which might be the most practical for the Central Wasatch would be a National Recreation Area in addition to the Wilderness Areas which are already established. Mount Hood National Recreation Area is a great example.

Recreation

- I would like to see Grizzly Gulch added into the land swap program to provide protection for this wonderful backcountry area.

Items that I do not support in Mountain Accord

Transportation

- Any Tunnel connections
- Rail as it is currently laid out in the Mountain Accord Blueprint

Environmental

- Any interconnection of the LCC, BCC, and Park City areas, including tunnels or aerial tramways. Human powered interconnection would still be possible

4/30/2015

<p>1) 24 hour Bus only access for all private users, Private car access for resort employees/ DOT/delivery/EMS in the winter season, with several stops along the way to promote numerous users. The addition of Express buses which did not stop would also be ideal. Summer season mixed bus service and private vehicle. To work this plan would need to provide access for tourist arriving late at the airport, early AM/PM users of the public lands outside of the traditional resort timeframes. Bus service could be based around the biggest days of use or it could be set up with a weekday schedule and a (weekend, holiday, powder day schedule). For ease of use visiting skiers could purchase bus passes at the airport, with lift tickets, or on board the bus. Ideally, a visitor could arrive in LCC with only one connection (tax and bus) from the airport to the resorts of LCC. A better solution would be a direct airport to LCC resorts allowing the visitors ease of use. A great example to look at would be DisneyWorld in Orlando. Disney has set up a transportation option from the airport directly to various lodging options within the resort, to make it even easier to use the fee is included in the cost of the lodging with Disney.</p> <p>2) 24 hour Bus only for all outside of DOT/delivery/EMS - see above for more details'</p>	<p>4/30/2015</p>
<p>Thank you for bringing everyone to the table and trying to come to a joint solution that all will be happy with. But please do not let the tax revenue generated by 7 businesses (several of which are not owned by Utah companies) completely override the voices of the people who vote in the elected officials, pay taxes, and share ownership in federal land. With every passing below-average winter, the ski resorts seem frantic to find ways to generate more revenue, but we should not let them take control of additional public land at the expense of the backcountry users. Allowing the resorts access to more customers is a great way to allow them to increase revenues without handing them public property. Backcountry skiing is a hugely expanding economic sector, and one that is particularly near and dear to the economy of Salt Lake City. The international standard for backcountry snowboarding equipment was developed and patented in our city, and we have become a magnet for the backcountry community, both user-wise and business-wise. Countless economic studies have indicated that backcountry skiing/snowboarding is the largest growth segment of the industry, not resort skiing. We currently possess one of the most coveted and beloved backcountry skiing areas in the entire world, and I fear that a few businesses facing declining profits is going to trick the local government into believing that their expansion is in the best interest of the local economy. Instead, we should be focusing on the direction of the market and the demand and embrace backcountry recreation.</p> <ul style="list-style-type: none"> <li>· I do not support the idea of connecting the ski resorts by allowing them to expand into land currently used by the public for free</li> <li>o I support Solitude realigning their Honeycomb Return lift, but I do not think it should enable easy access to Silver Fork, as this will have the indirect effect of a ski resort expanding into the backcountry. A permanently closed boundary at this point would certainly make that type of lift alignment an easier pill to swallow</li> <li>· I do not support any development in Grizzly Gulch. It is likely one of the most popular backcountry skiing access areas in the entire country. Alta is already allowed to utilize their property in the area for their economic benefit with catskiing. Building chairlifts in Grizzly Gulch will take land from the public as well as significantly advance the idea of connecting the LCC and BCC ski resorts. Depending on the lift alignment, the backcountry areas of Silver, Days and Cardiff Forks as well as Wolverine Cirque and the Brighton Lakes area could all become "ski resort side country". Public safety would become a major concern as we would likely see a tremendous increase in backcountry accidents and rescue operations. And just as with the Honeycomb lift, this would transfer a huge amount of highly coveted public backcountry to de-facto ski resort use.</li> <li>o I conditionally support Alta's alternate plan to build a lift up Tuscarora. The condition would be that the alignment does not allow easy access to the peak, which would lead to the same issues created by a lift in Grizzly Gulch. Much of the south/west facing terrain around Patsey Marley is largely un-utilized by both the public and the resort guests due to its somewhat awkward ingress/egress issues (currently too difficult for most resort skier to access, and unappealing to backcountry users because they basically end up in a ski resort). I think this area would be a great compromise for the expansion of Alta. But I believe considerations should be taken to protect the backcountry areas of Grizzly Gulch, Wolverine Cirque and the Brighton Lakes area, particularly the area known as Rocky Point above Lake Catherine. These are hugely popular and often very crowded backcountry ski areas. Additionally, anyone who is familiar with Wolverine Cirque knows that providing resort customers with easy access to that area is a frightening idea to say the least. The likelihood of injuries, fatalities and search and rescue operations is tremendous.</li> <li>· I applaud Snowbird's proposed land swap. Their development into AF Canyon has substantially less impact on backcountry recreationalists (or SLC watershed) than the potential development of LCC/BCC ridgeline property. The idea that they will also somehow "give up" on any expansion plans into White Pine Canyon tells me that they are willing to seriously consider the public's interest when planning their own future. I hope they will continue to respect the wishes of the public as they begin an inevitable expansion into AF and Utah County, which I understand are outside the scope of the Mountain Accord.</li> <li>· I conditionally support Brighton's expansion plans as they seek to officially operate in an area most already consider to be de-facto resort terrain due to the ease of access from the Great Western lift. The "condition" is that the plan to protect land in the Guardsman's Pass area is officially passed, mitigating the risk of a never-ending push to connect Brighton to PCMR by slowly assuming control of the progressively expanding sidecountry terrain</li> <li>· I support a train up LCC primarily as a means of mitigating the substantial public safety risk posed by the numerous avalanche paths the road is exposed to. That risk is exponentially increased by individual drivers and the traffic issues they create. I believe a train would significantly reduce those issues. This would also help Alta and Snowbird gain access to more customers, as the current parking limitations cap their potential income.</li> <li>o I would use such a train when I wanted to go be a customer of Alta or Snowbird, but would need to consider whether it was the best option for me for days when I want to utilize the backcountry. I would need to consider where the train stopped and its schedule of operation.</li> </ul>	<p>4/30/2015</p>
<ul style="list-style-type: none"> <li>· I do not support ANY connection of Park City to either of the Cottonwood Canyons whatsoever. These are drastically different areas that derive a great deal of their value from their unique qualities. The desire for PC based ski businesses to provide access to areas outside of their own property/permit is a simple one to understand given the significant difference in snowfall, and in turn the value of product from their perspective. However, those businesses have substantially more freedom to build, develop and enhance their land when compared to the Cottonwood resorts because they operate outside of the SLC watershed and tend to have a bit more private land to work with than the Cottonwood resorts do. The watershed and Forest land protection that gives them more freedom is precisely why they should not be allowed to expand... Protection! With the Cottonwoods resorts ALL trying to expand, the load on the public Forest land and the watershed is already increasing. With the now-underway development to create the largest ski resort in America, I think the PC resorts should be encouraged to continue operating on their side of the Wasatch Crest without trying to gobble up the entire mountain range.</li> <li>· I support a designated bus lane up BCC to help reduce the number of cars in the canyon</li> <li>· I strongly support an expanded year-round bus schedule in BCC to help alleviate the issue of parking on the side of the road in the summer. BCC seems to attract a huge amount of summer recreationalists, but there are next to no parking lots in the ideal places for those recreationalists. A bus with frequent stops would be excellent for transportation as well as reducing the number of cars in the canyon and reducing the occasional environmental and public safety impacts of cars trying to park in places they shouldn't</li> <li>· I believe all transportation solutions should consider dispersed backcountry recreationalists, but do not believe this should be a "deal breaker"</li> <li>· While I do not support any connection between the Cottonwoods and PC (as stated above), I do not oppose a tunnel between BCC and LCC. I do not think it would create a significant impact on backcountry recreation (depending on the exact route the tunnel took). I also recognize the theoretical need for Snowbird or Alta to have a secondary exit when the canyon is closed due to avalanche hazard.</li> <li>· I believe that any project meant to further the interests of a private business should be funded exclusively by private sources. In the case of most of the resort expansion plans, the public is already contributing significant value by allowing the private use of public land. Additional financial support to private business is utterly inappropriate. In the case of plans that have more widespread benefit, I think careful consideration should be made to determine how much of the costs should come from public vs private sources. For example, I think Alta and Snowbird should contribute the majority of the funding for a train because it is primarily their businesses that have created the need for such a project, and their businesses would benefit financially by the increased access provided. If dispersed backcountry users' needs are addressed in the plan (frequent stops, early/late hours) then an appropriate amount of funding should come from the public as well. If the train ONLY stops at the doorstep of private businesses, then I believe those businesses should contribute the lions share of the funding.</li> <li>· I support the idea of an expanded trails network in the upper Cottonwood Canyons. I believe they should be designed to serve all users (hikers, rock climbers, mountain bikers, etc) while minimizing environmental impact.</li> <li>· I believe that any expanded water rights granted to the Cottonwood ski resorts should come with a clause that in the event of a significant drought, their expanded rights are suspended. I recognize that some of this water will be for expanded lodging and that may need to be considered specifically, but I'm primarily concerned with the idea of private resorts making snow with potential drinking water during times of drought.</li> </ul>	<p>4/30/2015</p>

<p>Hello - I am writing to comment on the Mt accord blueprint and express my disapproval of the current proposal by mountain accord. I commented very early on via the survey but have given much more thought to the blue print and would like to expand my thoughts here</p> <p>My Background: I had been coming for ski vacations to the Wasatch for a few years, before moving here this September. I convinced my job to let me work remotely from here because of the incredible access to the mountains. My wife and I are avid skiers and are now members of a growing community of outdoor enthusiasts surrounding the Wasatch. We are looking to buy a house in Sandy or Cottonwood Heights. I am an avid BC skier and also have an Alta/Snowbird season pass and am most concerned over the "proposed cottonwood canyons scenario" and the balance between Backcountry and Resort skiing. This balance is why I moved here. Given that I have skied in all the resorts and the vast majority of the popular BC ski terrain I believe I have a valuable perspective on the balance between uses in the canyons</p> <p>Here are the key thoughts I have on the plan:</p> <p>Superior to Emma ridge: I am glad this is likely going to be protected, as I ski here very often, but I think we should not overvalue what the resorts are "giving up. If it was develop-able it would be developed. There is no "easy" way down from the ridge for a cat track for beginner skiers, it is south facing and doesn't hold snow in early or late season and would likely not pass with the city/forest for water quality reasons. And given how many backcountry skiers are alta/snowbird pass holders, I dont think they would want to upset the skiing community in salt lake. So the likelihood of it ever getting developed in my opinion is slim to none and now the resorts are trying to get "something" out of it. They already have exclusive access to operate on some of the most coveted public ski terrain in the country and restrict access there to BC skiers. They should not be allowed to take even more public land than they already have in exchange for this asset (they should be given resort development rights on their current land/base areas, more on that below)</p> <p>Grizzly gulch: This must be part of the land swap and it must be protected. There have been multiple times this season when I have stood atop Patsy Marley with a clear view into Alta and into Grizzly Gulch and could easily see more skiers in Grizzly than in the Albion Basin side of Alta. This shows how popular Grizzly really is. Please do not allow this extremely popular area to be privatized and have its use limited. Please make this clear to readers that it is not protected in the current negotiation, but still under negotiation.</p> <p>Mary Ellen: I don't understand why this is not part of the blueprint, if it could be part of the land swap? This is a large chunk of the extremely limited, true undeveloped alpine terrain that Snowbird has taken over this year. Some may think that it is not used. I also have a snowmobile to access BC skiing and I have been amazed at how many other groups get up into Mary Ellen and similar gulches to recreate in true alpine setting. Also, there is an issue of how much Mary Ellen would be open, if part of snowbird. Snowbird this year, anytime we have gotten more than a foot of snow has struggled to open Mineral Basin until days after the snowstorm, as they are busy working on gad valley, peruvian gulch and baldy. They then move on to Mineral Basin and Road to Provo usually a day or 2 later. This already provides multiple days of fresh powder runs given the staggered avalanche control and vast terrain. Now if Snowbird also had Mary Ellen, they couldn't even start to control it until all of Mineral to Bookends was controlled, limiting the days you could ski in Mary Ellen. Additionally if the land was swapped and Mary Ellen was given away, it will never be able to get it back if the operations of the resort only runs the lift on limited days. They already provide a very similar ski experience in Mineral Basin and have no need to expand to Mary Ellen.</p> <p>Silver Fork: This is a very important and popular backcountry area that I spent over 15 days in this year. I was never alone in Silver Fork, as usually dozens of other skiers were hiking and skiing in this terrain. Solitude should not be allowed to encroach on this highly used undeveloped backcountry area. Skiing in Silver Fork can feel like you are deep in the wilderness, while only a short hike from the Grizzly parking lot. Slicing up the canyon with a boundary line, cat tracks, avalanche control and safety vehicles ruins this serene area and limits the popular ski terrain in the canyon. Solitude already has an expanse of hike to terrain that is low traffic and sells itself on being the least crowded resort. So why doe they need to take ski terrain with high BC usage? They already have more terrain than they have skiers to ski and they have very good hike to terrain in Honeycomb canyon. Additionally, I have read that they want to relocate the Honeycomb lift. This is not called out in the blue print and a misrepresentation of the proposal. Please do not allow Silver fork to be developed.</p> <p>Hidden Canyon: This terrain below 10420 is very popular BC ski terrain and it should be kept backcountry with side-country lift access, but not limited by being in resort boundaries and having resorts deny access to BC users. Brighton skiers can already enter this terrain via traversing/hiking from the lift and it has been shared terrain. Putting a lift in hidden canyon was not explicitly part of the plan, but I have heard from many sources, if the boundary was expanded a new lift would be placed. This is misleading and not an equitable compromise between user groups</p> <p>Other plans Alta is circulating (lift up to Wolverine/Tuscaroura): This land sees extremely high backcounty traffic and would be a huge waste if a lift was placed up here. It is a tiny magical island of backcountry terrain high in the epicenter of the Wasatch surrounded by development that needs to stay protected. It is a very small piece of land for the resorts not to take. Additionally it would not make great ski resort terrain given its steepness and aspect of the Alta side does not hold snow well. ☹</p>		4/30/2015
<p>Unclear plan/details: I think for most users of the Wasatch, what impacts them most are the details of the plan. The specific boundary lines, how much development, where exactly there will be new chairlifts. Much more than the high level thoughts and conclusions. And there were a few details that I, and likely many others missed that could have a large effect on my experience in the Wasatch. For me these are Grizzly Gulch, Silver fork, and Hidden Canyon and the associated lifts that would be put in. I understand it is still early in the planning process, but if you want to engage the public in meaningful discussion we have to talk about the real details that would affect our daily use and let them be clear to the public</p> <p>Base area development: I am largely in favor of further development where there is already major resort development. I understand there is a large user group of resort skiers and they contribute to the local economy.</p> <p>Taxpayer funded transit: While how much transit up the canyons will cost and who will pay for it are still unknowns, I would like to add my voice to the many who agree there is a need to find a sustainable transportation solution in the canyons particularly during high volume times, but given the need is resort driven, I think that federal/state money should not be driving financial backing behind the project</p> <p>Overall balance of the ski terrain in the canyons: When I ski and hike in the canyons I understand there is a huge diversity of users and a small area to recreate. from the most extreme backcountry skiers/climbers/alpinists to the most high end resort goers and everything in between. Right now the resort skiers have the best terrain for resort skiing. None of the proposed expansions would be as good ski terrain as the Cirque at Snowbird, or High Traverse at Alta. But the expansion would encroach on the terrain available to BC users. We have some of the largest resorts and the best in-bounds ski terrain in the country in BCC/LCC, and we have some of the best (but also most crowded) backcountry skiing in the world. This is a fine balance that has been struck between the two and I do not believe this proposal improves the balance.</p> <p>What skiers really want: Skiers love the current resort terrain, but do not need more. I have ridden many chairlifts, talked to may friends, locals and visitors about the proposed plan and future of the Wasatch, and overwhelmingly resort skiers love the terrain in Utah, its what keeps them coming back every year, but the current resorts are so big that they have yet to even ski it all. Even locals that work at the resorts or visitors who have been coming for 15 years still find new in bounds terrain to explore. I have ridden up the lift with many visitors to snowbird that come for a week and never even make it to Gad 2 or explore bookends... they would not make it into Mary Ellen nor see any need for even more terrain. New terrain would not make them come more often or spend more money at the resorts nor would it change their experience. Same is true for the other resorts. If anything, transit connecting the resorts in a way that does not affect BC terrain (tunnels) could allow skiers to have more variety and more ski terrain.</p> <p>Bottom line: Please help the resorts grow and fuel our tourist economy, but do not do it at the expense of the limited terrain that is fueling huge growth and economic activity from backcountry skiers. Maintain the current balance and allow all user groups to enjoy the incredible Central Wasatch</p> <p>Thanks you for your time and consideration</p>		4/30/2015



MOUNTAIN ACCORD

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# FINAL Summary Report

Public Comments on Proposed Mountain  
Accord Blueprint

February 4 through May 1, 2015

May 2015

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## MOUNTAIN ACCORD

### INTRODUCTION

Mountain Accord was established to make critical decisions and implement solutions to preserve the Central Wasatch and ensure its long term vitality. The Central Wasatch Mountains are one of Utah's most pristine and valuable natural resources. In the face of a rapidly growing population, those values could be at risk unless action is taken now. This unprecedented collaboration of diverse groups created a proposed Blueprint for the future of the Central Wasatch that balances the four systems of the Central Wasatch Mountains – environment, recreation, transportation, and economy. The objective for the proposed Blueprint is to meet Mountain Accord's purposes, which include responsible stewardship of natural resources, preservation of quality recreation experiences, establishing an environmentally sustainable transportation system, and contributing to a vibrant economy.

The core of the proposed Blueprint is an integrated set of proposed actions intended to address the goals of Mountain Accord. It recommends initiating an Environmental Impact Statement on a range of alternatives in order to better understand the impacts, benefits, and costs of the alternatives prior to making final decisions. To inform the public about the proposed Blueprint, it has been advertised via social media, emails to public and professional organizations, through agency websites, radio public service announcements, and other public notices. In addition, the proposed Blueprint is available on the Mountain Accord website and has been presented at a number of open houses and other public events to reach as broad an audience as possible. A list of frequently asked questions and responses about Mountain Accord and the proposed Blueprint are included in Appendix A.

An Interim Public Comment Summary was prepared in April 2015 that summarized public comments received from February 4 to March 16, 2015. That report, in addition to a full list of all comments received to that point, was provided to the Executive Board and posted online [here](#). This FINAL report is an update to the interim report and summarizes ALL public comments received during the formal comment period from February 4, 2015 through May 1, 2015. For ease of reading, substantive text changes have been highlighted in gray. ALL of the tables have been updated with the latest analytics and are therefore not highlighted. The contents of this report will serve to inform the Executive Board as it begins to refine the proposed Blueprint and develop next steps. The current expectation is that the Executive Board could adopt a final Blueprint in July. The adoption of the Blueprint will mark the culmination of Phase One.

The proposed actions and range of alternatives described in the final Blueprint will be carried forward into Phase Two. During Phase Two, the Mountain Accord project team will work through appropriate agencies and entities to implement the proposed

actions identified in Phase One. Some of these actions will require federal funding or federal agency approvals and will be subject to formal review under the National Environmental Policy Act (NEPA). This may require that detailed analyses of the actions and their environmental impacts be recorded in a document such as an Environmental Impact Statement (EIS). The NEPA process (or processes) in Phase Two may take several years to complete depending on the nature of the proposed actions and their impacts.

Other proposed actions that do not require federal agency approvals or funding will move forward under the authority of appropriate state or local agencies during Phase Two. During this phase, there will be additional opportunities for public involvement and feedback.

## REPORT OBJECTIVES

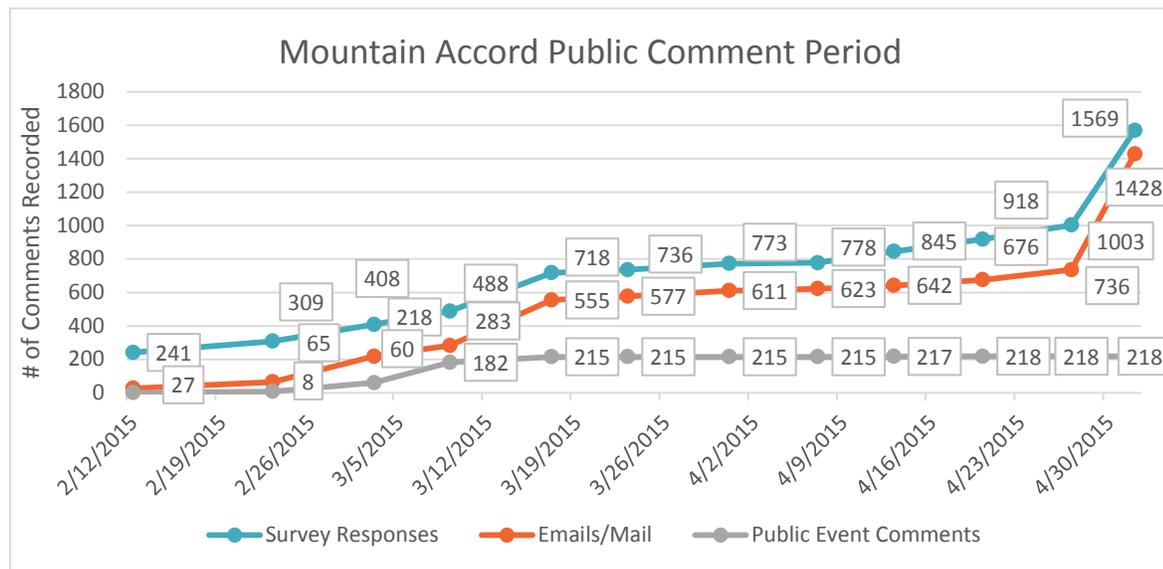
This report describes the methodology involved in soliciting, cataloging, and analyzing comments received during the public comment period and summarizes comment content relative to the proposed Blueprint and the process for its development. It is intended to inform Executive Board next steps and convey to the public the process of and results from documenting and reviewing all input received. The content of this summary, along with the comment analysis tool, provides information for potential revisions to the Blueprint. The intent of this summary is to provide an overview of the public comment process; the volume, type, and source of comments; analytics around key topics; and general themes represented in the comments. It is not intended to provide an exhaustive account of all public comments although full lists of comments have been made available to the Executive Board and are posted online [here](#). Respondents providing feedback to Mountain Accord were self-selected and comments received may not represent the views of the public at large. In considering these views, it is important for the public and decision makers to understand that this process makes no attempt to treat input as if it were a vote. Instead, the content analysis process ensures that every comment is considered at some point in the decision process.

## PUBLIC COMMENT ACTIVITIES

Public comments were solicited and received from a variety of channels. From February 4 through May 1, a total of 3,215 comments were submitted. Table 1 presents the channels through which the comments were received and Figure 1 shows the rate at which comments came in from each channel. The map in Figure 2 presents the geographic distribution of comments submitted within Utah. In addition, Mountain Accord received comments from individuals in 30 other states and 4 foreign countries.

**Table 1. Total Comments Received from February 4 through May 1, 2015**

Source	Count
Survey Responses	1,569
Emails/mailed letters	1,428
Public Events	218
<b>Total Comments</b>	<b>3,215</b>



**Figure 1. Comment Activity**

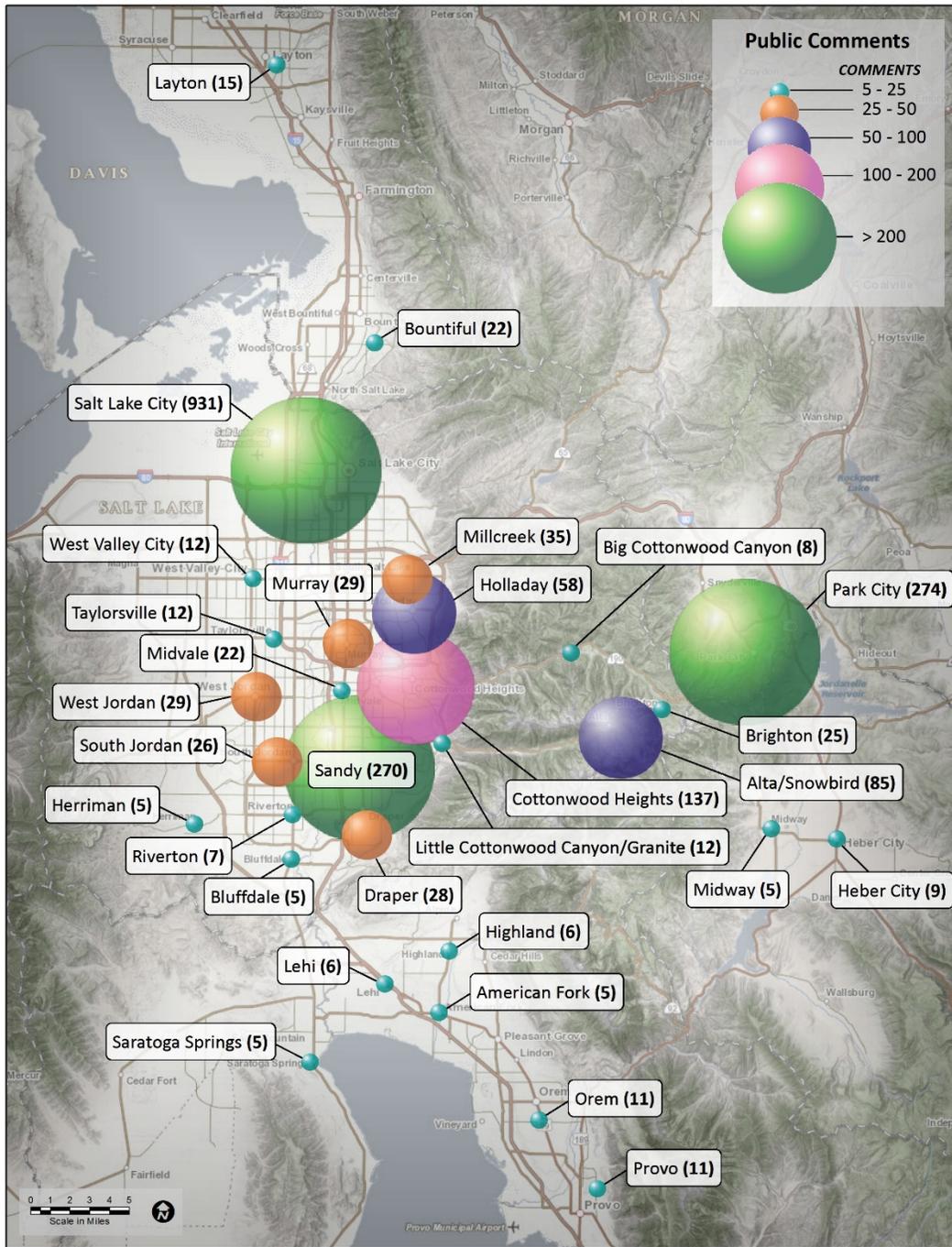


Figure 2. Geographic Distribution of Comments

Many of the comments received came from the survey that was made available on the Mountain Accord website. This survey has eight closed-ended questions and four sub-questions with text fields in which respondents could type comments. Not all survey respondents answered the text field sub questions. Survey question summary graphs from February 4 to May 1 are included as Appendix B to this report.

This survey has radio button questions (choices range from “very well” to “very poorly” or “undecided”) and four sub questions with text fields for expanded responses.

1. Overall, how well does the proposed Blueprint meet the purpose of Mountain Accord?
2. How well does the proposed Blueprint achieve “responsible stewardship of the natural resources?”
3. How well does the proposed Blueprint achieve “quality recreation experiences?”
4. How well does the proposed Blueprint achieve “a vibrant economy?”
5. How well does the proposed Blueprint achieve “an environmentally-sustainable transit system?”
  - Please provide any additional feedback on how the proposed Blueprint could better meet the purpose of Mountain Accord.
6. How well does the Cottonwood Canyons Scenario serve public interests?
  - Please provide any additional feedback on the Cottonwood Canyons Scenario.
7. How well do the listed purposes (intended outcomes) for each corridor address the critical transportation needs in that corridor?
  - Please provide any additional feedback on purposes or needs for transportation improvements in the identified corridors.
8. How well does the range of transportation alternatives in each corridor meet the listed purposes for that corridor?
  - Please provide any additional feedback on the alternatives. Are there alternatives that would meet the purposes better than others? Should we consider additional alternatives?

In addition to individual public comments, Mountain Accord also received letters from official representatives from the organizations listed below. **These letters are available in their entirety on the Mountain Accord website.** Comments in these

letters were coded and analyzed using the same process as comments received through other avenues:

- **Alta Ski Area:** general support for improved transportation in Little Cottonwood Canyon, watershed protections, connecting Little Cottonwood Canyon to Big Cottonwood Canyon to improve transportation ingress/egress, and land trades
- **Bike Utah:** recommendation for road bicycle plans in all four canyons and mountain bicycle master plans for new soft trails and trail improvements
- **Friends of Alta:** call for more detailed information; emphasis on protecting and restoring the environment as the highest priority
- **Little Cottonwood Canyon Communities:** concerns with process and conclusions of proposed Blueprint
- **Log Haven Restaurant:** concerns about private property rights, a more diverse definition of recreational uses, and ensuring the shuttle service in Mill Creek Canyon is not mandatory
- **Salt Lake Chamber:** general support for proposed Blueprint; recommendation for advancing Blueprint transportation options to environmental impact study phase that includes properly vetted study items
- **Salt Lake Climbers Alliance:** general support for federal land designations, mass transit solution, land exchanges, trail connectivity, fee structure, better trailhead parking, and an environmental scorecard; concerns about watershed impacts, ski area expansion, mass transit impacts to climbing resources, and limited resources of Salt Lake Ranger District
- **Save Our Canyons:** concerns about protecting the watershed and environmental values in the Wasatch; recommendation for landscape-level conservation and multiple actions moving into NEPA process as opposed to a single proposed action
- **School for International Expedition Training:** concern that proposed Blueprint emphasizes development over preservation; therefore concerned about an interconnection in the canyons and ski area boundary expansion, while supporting land transfers to protect recreation areas and preserving human-powered access to Grizzly Gulch; additionally, support a low-cost bus-based transportation system (as outlined in the Wasatch Backcountry Alliance Appendix C), increased canyon area base parking, disincentives for single occupancy vehicles and concerned with year-round use of Guardsman Pass Road
- **Ski Utah:** support for ONE Wasatch and over-the-snow connection of central Wasatch ski resorts; support for improved transportation options in canyons and from Park City resorts
- **Utah Chapter of Sierra Club:** general support for process; emphasis that environmental concerns should drive and be central to any development strategies; opposed to rail in Little Cottonwood Canyon due to environmental

impacts but supportive of bus service; skeptical of tunnels in the canyons due to environmental unknowns and cost but support for improved transit between Salt Lake City and Park City including buses and trains; general support for land exchanges and protections but suggest more details are needed; support improving access to mountains for all income levels; recommendation for more study on climate change, projected growth factors, and economic impacts

- **Utah Open Lands:** concerns with the process due to current vagueness and possible special interest conflicts of decision-makers; emphasis on land preservation and watershed protection as highest priorities; requesting more details be examined for individual land exchanges, particularly their development potential; also supportive of a bus-based system to be more flexible in the face of future climate change
- **Utah Physicians for a Healthy Environment:** support for goals of improving air quality and environmental protection; concerns about disproportionate consideration for ski industry above environmental protection, especially related to watershed and infrastructure cost for trains and tunnels; support for buses and carpooling, as well as rail linking Salt Lake Valley and Park City
- **Wasatch Backcountry Alliance/Winter Wildlands Alliance:** emphasis that the purpose of Mountain Accord should be to preserve environment and recreation opportunities in Central Wasatch; opposed to interconnection in canyons due to perceived negative effects on backcountry users; general support (with caveats) for Cottonwood Canyon Task Force proposal
- **Wasatch Equality (snowboarder organization):** concerns about reduced access/terrain for snowboarders under proposed Blueprint due to Alta's expansion, especially if it includes Grizzly Gulch
- **Wasatch Front Regional Council:** general support for process and interested in broad range of options in NEPA process
- **Wasatch Mountain Club:** general support with concerns about trails network and need for further definition
- **Wasatch Powderbird Guides:** general support for land exchanges that protect the backcountry but call for more study through NEPA process of others; recommendation for better management of backcountry use in the future

## PUBLIC COMMENT ANALYSIS PROCESS

All of the public comments received are cataloged in a Microsoft Excel®-based workbook tool and, using a coding framework and process, each comment is categorized in a number of ways for cross-compilation and analysis. Coding enables sorting and analysis for characteristics such as the following:

- Support
- Opposition
- Process-related comments
- Actions by system groups
- Resources (such as ski areas or watershed), etc.
- Locations of interest

This tool helps identify trends and preferences among respondents and offers a general sense of support and opposition to the overall proposed Blueprint as well as discrete actions within the Blueprint.

In order to capture intent, as part of the cataloging and coding process, **comments** (submitted by a single individual or group letter) that address multiple topics have been split into discrete remarks. **Remarks** are all or a portion of a comment that address a single subject or issue, and **a single comment may have a number of discrete remarks**. For example, if an individual provided a multi-topic response to an open-ended survey question, the comment was broken apart into separate and unique remarks and coded.

During the cataloging process, some remarks did not include enough information to be coded completely. For example, if a location was not indicated, that characteristic field would necessarily be blank. The tables in the next section have a row for remarks that are cataloged but do not indicate a characteristic for the field described in the table. The term “Other” was applied if a remark referenced something for which there is no specific code – for example, concerns about ticket prices to Salt Lake City Airport.

Finally, if a topic was repeated several times, it was captured in the notes section of the tool so that it could be quickly referenced for this report and to ensure that all concerns were given attention.

## PUBLIC COMMENT SUMMARY

### Overview

From February 4 through March 16, 2015, a total of **1,488 comments** were received through the channels indicated in Table 1. From March 17 through May 1, 2015 an additional **1,727** were received for a total of **3,215 comments**. From these comments, **6,872 discrete remarks** are recorded and inform this summary. **System Group comments** have been pulled out for particular attention and are included in **Appendix C**.

**Table 2. Overview of Total Remarks from February 4 through May 1, 2015**

Remarks Overview	#	%
Total Remarks Cataloged to Date	6,872	100%
Remarks Supporting an Action	3,555	52%
Remarks Opposing an Action	2,314	34%
Remarks About the Process	942	14%
(blank)	51	1%
Other	10	0%

## Summary of Changes

The volume of comments received more than doubled from March 16 to May 1, 2015. The tone of the comments received during this time shifted somewhat from earlier comments, particularly toward increased support for bus-based transportation models as being more flexible, less expensive and less environmentally damaging than tunnels, further support of the Cottonwoods Canyon Scenario, and increased opposition to the transit interconnect between Park City and the Cottonwood Canyons.

Top issues of public interest are listed below (*most frequently cited resources for each action are italicized*):

- Rail in exclusive guideway (*transportation infrastructure*)
- Tunnels (*environmental impacts*)
- The connection between Little Cottonwood Canyon and Park City (*environmental impacts*)
- Limited mountain development (*environmental impacts*), especially ski resort expansion (*climate change*)
- Cottonwood Canyons Scenario of land exchange and water rights (*ski industry*)
- Zion National Park model of limited access (*air quality and environmental impacts*)
- Desire to explore cost effective solutions
- Concern that environmental factors should be the real driver over economic interests
- Concern that a train/tunnels seems to be a predetermined outcome
- Concern about parking and sense it is a necessary component

A summary of ALL survey responses to the general question, “How well does the proposed Blueprint meet the purpose of Mountain Accord?” is shown in Figure 3.

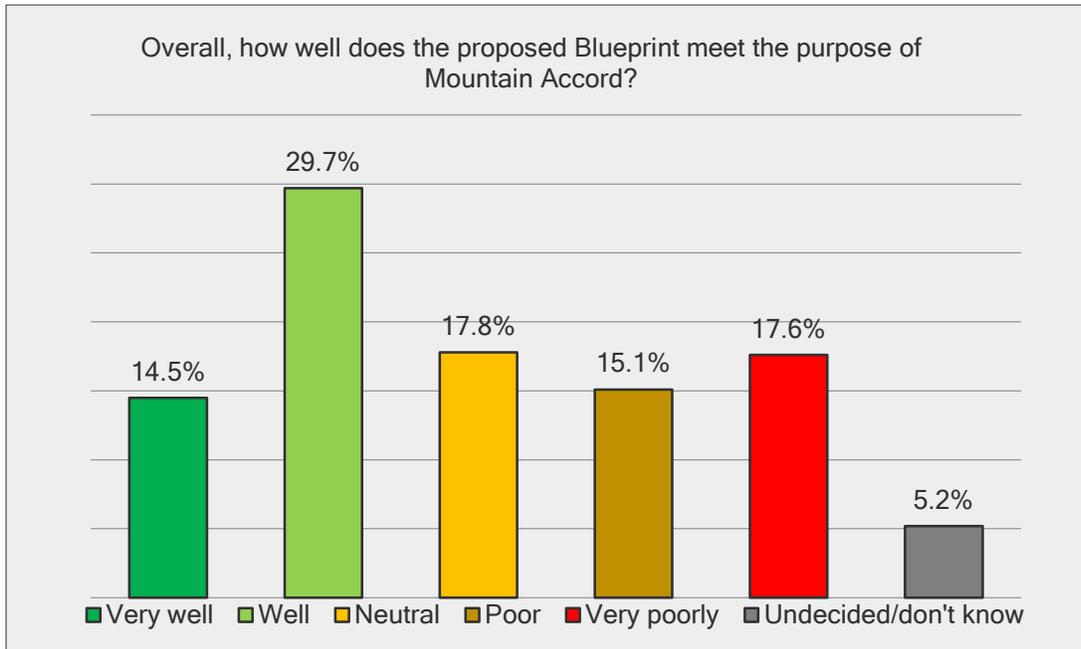


Figure 3. Overall Survey Summary – Blueprint and Purpose of Mountain Accord

## Overarching Themes

Given the volume of comments and remarks received, the range of interest expressed is broad and loosely captured below (*resources cited most frequently by those expressing support or opposition are italicized*):

- The most supported actions are buses (900 remarks, 13% [previously 9%], *environmental impacts*), trains (404 remarks, 6%, *transportation infrastructure*), the Cottonwoods Canyon Scenario (346 remarks, 5%, *land preservation*), and transit generally (312 remarks, 5%, *transportation infrastructure*).
- The most opposed actions are a connection between Little Cottonwood Canyon and Park City (488 remarks, 7%, *environmental impacts*), tunnels (426 remarks, 6% [previously 4%], *environmental impacts*), trains (351 remarks, 5%, *environmental impacts*), and development in the mountains (207 remarks, 3%, *environmental impacts*).
- There are 686 remarks (10% [previously 7%], *land preservation*) about the Cottonwood Canyons Scenario, with 346 remarks in support, 154 remarks in opposition, and 84 remarks about more details in the process.
- There are 395 remarks (6%) about other processes and more specifics, without clearly supporting or opposing an action.

- There are 212 remarks (3%) about the decision-making process.
- There are 177 remarks (3%) about special interests.

## System Summary

Specific actions were coded within each system; remarks were further coded for general aspects (opposition, support, process, etc.) as well as the resource referenced (e.g., trails, ski industry, watershed, etc.).

**Table 3. Remarks by System Group Action through May 1, 2015**

Remarks by System Group Actions	#	%
Environment	1,047	15%
Economy	1,060	15%
Recreation	333	5%
Transportation	4,068	59%
(blank)	356	5%
Other	8	0%

### Environment Action

The proposed Blueprint aims to address threats, restore degraded areas, and increasingly protect environmental resources through increased protection of lands with high resource values, restoration of impaired streams and waterways, mitigation of invasive weeds, and other tools. Of critical importance, the proposed Blueprint would establish a program that would allow the identification of changing environmental conditions and adjustment to management practices to ensure long-term environmental health in the Central Wasatch mountains, particularly in the face of a changing climate.

- The majority of remarks for this action are related to the Cottonwood Canyons Scenario (686 remarks with 346 in support and 154 in opposition). Also, 141 remarks are about the decision making and public process combined.
  - Sampling of remarks:
    - Win/win scenario for all involved and represents a good middle ground.
    - Supportive of land exchanges as a means to preserve land.
    - Scenario only helps ski resorts.
    - No more ski area development and ski area expansion.
    - If predicated on tunnels and connections, not worth it.

- Support permanent protection of Emma Ridge, lift in Hidden Canyon, and re-aligned lift in Honeycomb Canyon as long as no effects on Silver Fork backcountry.
- Grizzly Gulch needs to be resolved.
- Questions and concerns over Mary Ellen (outside of Mountain Accord study area).
- Remarks about protecting the watershed actions are the next most common (110, 2%).
  - Sampling of remarks:
    - Watershed and water resources should be preserved above all else.
    - Should preserve water, not make more available for snowmaking.
    - Limit or restrict use instead of expanding use.
    - Preservation should be favored over development.

## Economy Actions

Economic actions in the proposed Blueprint aim to provide the model for a world-class transit system to connect the Wasatch Front's powerful and diverse economy to the specialized economies of Park City, Summit, and Wasatch counties. While current development patterns are automobile-oriented and offer little choice, the proposed Blueprint could deliver new mobility options. Compact development patterns centered around transit would limit sprawl in urban and mountain areas. It would also allow economic activity – such as workforce, tourist, and resident commerce – to reduce reliance on automobiles.

- There are 380 comments (6% [previously 4%]) regarding ski area expansion in the Wasatch, of which 207 are in opposition, 15 in support, and 145 about the process.
  - Sampling of remarks:
    - Ski resorts are already crowding the backcountry.
    - Ski resort expansion is proven to be bad for the watershed.
    - Expansion leads to consolidation; don't want to lose the character of each resort.
    - Permanent boundaries should be created for ski areas as part of Mountain Accord.
    - Has the process factored in climate change and declining interest in resort skiing?
    - Uphill access needs to be a condition for any expansion.

- There are 317 (5%) remarks on One Wasatch, with 214 in support and 101 opposed.
  - Sampling of remarks:
    - Keeps ski industry competitive.
    - Creates a unique unparalleled experience.
    - Has fewer negative impacts than creating a tunnel connection; lower in cost and more practical.
    - Environmental and visual impacts are great.
    - Degrades backcountry recreation experience, puts more skiers into backcountry, and grows the sidecountry.
    - The ski industry is flat so why invest the money?
    - Ski resorts are already big enough.
    - Could degrade the unique character of each resort.
    - Ski resorts are drivers – economy is the only thing benefiting.
- Development in the mountains garners the next most remarks with 288 (4%), most of which are in opposition (245).
  - Sampling of remarks:
    - Additional development would endanger the watershed.
    - The Central Wasatch is fine as it is – please leave it alone.
    - Development endangers development, stop while we can.
    - If you build it, they will come.

## Recreation Actions

The proposed Blueprint includes a comprehensive program that would protect recreation access and preserve the variety of recreation options available for current and future generations. Over time, population growth, increases in recreation demand, and growth in new types of recreation will put continually greater pressure on the developed and undeveloped recreation areas of the Central Wasatch. This will result in crowding, resource damage, and degraded recreational experiences. The proposed Blueprint offers an approach to permanently protect treasured landscapes and provide opportunities for active, healthy lifestyles and connection to the outdoors. It would support the developed summer and winter recreation experiences available at ski areas, as well as the dispersed recreation experiences available in the undeveloped areas of the Wasatch.

- The most remarked upon action in this area was trail expansion (124 remarks, 2%), with most generally supportive (113).
  - Sampling of remarks:

- More trails connecting the Wasatch front and back would be great.
- Maintaining existing trails should also be prioritized.
- Access for mountain bikers and hikers should be regulated to avoid conflicts.
- Remarks expressed regarding protecting dispersed recreation were the next most common (86 remarks, 1%) and also generally supportive (74).
  - Sampling of remarks:
    - Need to preserve backcountry experiences.
    - Concerns about induced use, overuse, crowding.
    - Concerns about other uses not addressed directly, such as pedestrian and cycling, motorcycles, free-fliers, snowmobiling, and equestrian uses.
    - Transit should support dispersed recreation groups.
    - Climbing and other adjacent dispersed uses would be greatly impacted by a train going up Little Cottonwood Canyon.

## Transportation Actions

Connecting residents and visitors to mountain destinations and connecting communities and people to jobs via efficient and sustainable transit choices are key in the proposed Blueprint. The solutions would manage the impacts of a rapidly growing population in ways that would 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.

- Bus specific remarks are the most prevalent (931, 14%), with 900 being supportive and 20 in opposition.
  - Sampling of remarks:
    - Would require the least natural and economic impact.
    - Buses offer most flexibility for different users.
    - Existing bus service leaves much to be desired – improve that first.
    - Natural gas shuttles would improve air quality.
- Rail specific remarks are the second most prevalent (804 remarks, 12% [previously 15%]), with 404 of those being specifically supportive, and 351 in opposition, and 20 being about specific additional processes or details.
  - Sampling of remarks:

- Provides a unique, appealing, and attractive alternative to reduce auto use.
  - Would enhance the recreation experience.
  - Offers a proactive solution instead of short-term solutions that delay the inevitable.
  - Improves safety: no icy roads, no traffic accidents, could avoid avalanche issues.
  - Cleaner and less environmental impacts than busses, especially in the long run, with fewer air quality impacts.
  - More reliable.
  - Serves community into the long term.
  - Concern over environmental and watershed disturbances.
  - The additional Right of Way required for a train or additional lanes is not realistic in Little Cottonwood Canyon.
  - Induces additional use when the area is already too crowded.
  - Concerns over increased development.
  - Access and impacts to recreation (frequently noted, Little Cottonwood Canyon trail and climbing areas in lower Little Cottonwood Canyon).
  - Implications of high cost and questions about who will pay. A train would be too expensive to ride.
  - Trains can't be as flexible for dispersed recreationists to access trails.
  - Consider options that are less permanent and damaging.
  - Where will people park to use rail?
  - Consider light rail connections from the canyons to downtown Salt Lake City (University area and Sugarhouse populations).
  - Would like to see rail in Parleys Canyon.
  - Would like to see more detail on transit stops, alignments, and impacts.
  - Would support rail only if the canyons are closed off to cars.
- The transit interconnect between Little Cottonwood Canyon and Park City received a total of 611 remarks (9%), 488 of which are in opposition [previously 178] and 95 directly supportive [previously 76]. The remaining 25 are process related.
    - Sampling of remarks:
      - Could boost Utah tourism.

- Improves public transportation infrastructure.
- General support for enhanced connectivity.
- Increases recreational variety.
- Degrades unique experience and character of each canyon.
- Degrades backcountry/recreation experience.
- Increases access and induces additional use creating concerns about overcrowding.
- Don't want corridor to be a commuting corridor.
- Would prefer an alternative through Parleys Canyon.
- Tunnels received a total of 522 remarks (8%), 426 in opposition and 77 in support.
  - Sampling of remarks:
    - Environmental concerns – degrades wilderness experience, watershed, and water quality.
    - Costs (infrastructure and environmental) exceed economic benefits.
    - Building tunnels in a known fault zone is too dangerous.
    - The geology of the Wasatch will make tunneling prohibitively expensive.
  - Sampling of remarks:
    - Could unlock additional mineral and water resources.
    - Would keep environmental and visual impacts mostly below ground.

## Resource Summary

Remarks were coded by specific resources referenced. Examples include air quality and noise; water resources, watershed, groundwater, water quality; wildlife and wildlife habitat; resort skiing; backcountry skiing terrain; solitude and wilderness experience; community character/aesthetics; land use; and others.

**Table 4. Remarks by Resource Categories through May 1, 2015**

Remarks by Resource Categories	#	%
Natural Environment	1,945	28%
Recreation	1,535	22%
Built Environment	1,246	18%
(blank)	2,123	31%
Other	23	0%

## Natural Environment

Of the 847 remarks (12% [previously 9%]) citing general ecology or the environment; 410 are opposing an action, 356 are supporting an action, 28 are regarding decision making, and 27 reference additional process or details.

- Sampling of remarks:
  - We should do what is the least environmentally damaging.
  - Better transit would enhance the ecology of the canyons by reducing impact.
  - Limiting access to the canyons will keep the natural beauty intact that people come to visit.
  - There would be too much environmental impact.
  - Development in Little Cottonwood Canyon will irreparably damage the stream and riparian corridor.
  - Please keep our mountains as natural as possible.
  - Preserving the land and the ecosystems should be the priority.
  - Environmental monitoring needs to be included to ensure that the natural functions are protected.
  - Has the carrying capacity of environmental systems been considered in this process?

Water is called out in 272 remarks (4%), and there are 265 that reference climate, 255 on wilderness, 150 on air quality, and 64 on visual resources (viewshed, etc.).

- Sampling of remarks:
  - Protecting the watershed and water quality should be priority #1.
  - Strongly support additional land and watershed protection.
  - Environmentally sustainable transit system, like light rail, would be cleaner and have less environmental impact.
  - Anything we can do to minimize carbon emissions is a good thing.
  - There should be more designated wilderness areas.
  - It is unnecessary to connect resorts at the cost of landscape, wildlife, watershed, and backcountry recreation.
  - Why set into motion a plan that does not take the change from warming\ temperatures into consideration?
  - Tunnel and roadway construction will have a negative impact on the environment and will destroy the beauty of the canyon landscape.
  - The proposal is about making money and not saving canyons and the environment.

## Recreation

Resort skiing is the most prevalent recreation resource cited with 694 remarks (10% [previously 12%]), of which 376 are supporting an action, 218 opposing, and 61 referring to special interests.

- Sampling of remarks:
  - Getting to the ski resorts on transit would make us more likely to return to Utah.
  - The ski bus service is terrible – improving that would make things much better.
  - Utah snow is the best in the world. The connections would make the experience the best as well.
  - Limit development to existing base areas.
  - Skiing at multiple resorts in a day is too rare to merit connecting.

Dispersed recreation (294 remarks, 4%) also is a prevalent theme along with backcountry skiing (200 remarks), other recreation (151 remarks), and trails (92 remarks).

- Sampling of remarks:
  - I didn't realize that much of the land I use is actually private property and would support allowing more concentrated development at the resorts in exchange for the more land to become public and protected (assuming we can still bike and hike on those public lands).
  - To accommodate the needs of dispersed recreation, the routes will have to include stops (and pick-ups) at trailheads and run early enough and often enough to meet the needs of hikers, backcountry skiers and snowshoers.
  - Any transportation system must give non-alpine skiers access to hiking trails not just ski lodges.
  - Ensure that dogs and their owners have access to Millcreek Canyon.
  - The amount of true backcountry terrain continues to become more and more crowded.
  - Recreation user conflicts between hikers and bikers on Central Wasatch trails is only going to get worse.

## Built Environment

Transportation infrastructure was the most heavily cited resource overall (588 remarks, or 9% [previously 16%]) with 407 being in support of an action and 131 being in opposition.

- Sampling of remarks:
  - Buses in the canyons are superior to trains.
  - Massive parking structures should be built at the base of the canyons.
  - No trains, no lanes up Little Cottonwood Canyon.
  - Transportation hubs should be established at key nodes.
  - Any type of mass transit will be too slow to get used.

## Geographic Summary

Many of the actions in the proposed Blueprint are linked to geographic locations in the area and remarks were cataloged to indicate any reference to a location or region. Table 5 presents the distribution of remarks by these areas.

**Table 5. Remarks about Locations through May 1, 2015**

Remarks About Locations	#	%
Central Wasatch Mountains	1,589	23%
Cottonwood Canyons	1,802	26%
Parley's Canyon/I80	237	3%
Alta	240	3%
Park City	952	14%
Millcreek Canyon	77	1%
Salt Lake County	39	1%
(blank)	1,793	26%
Other	143	2%

- Of the 1,802 remarks (26% [previously 29%]) regarding the Cottonwood Canyons, there are more comments in support (1,144) than opposition (547) to specific actions, with most of the support for buses (579) and most of the opposition to a train (232).
- Of the 1,589 remarks (23% [previously 27%]) regarding the Central Wasatch Mountains, 283 reference the Cottonwood Canyons Scenario, 221 reference ski area expansion, 134 reference One Wasatch, 134 reference development, and 120 reference transit in general.
- Of the 952 remarks (14% [previously 10%]) regarding Park City, 407 reference the interconnect (351 in opposition and 40 in support) and 280 reference tunnels.
- Of the 240 remarks (3%) regarding Alta, 79 reference the Cottonwood Canyon Scenario and 46 reference ski area expansion.





**APPENDIX A**  
Frequently Asked Questions

## Frequently Asked Questions

Many of the official comments received as well as those spoken at public events include questions about the proposed Blueprint, the process, and other concerns. A collection of the most frequently asked questions is included here along with responses.

### **How do these proposals help the environment, especially water resources?**

**The proposed Blueprint describes specific actions in the Environment section to preserve land and protect watersheds and water resources.** These include:

- Preserve land, protect watersheds and water resources.
  - Secure additional protections on federal lands to provide permanent and predictable management.
  - Work with ski areas to place lands in the upper Cottonwood Canyons into protective public ownership.
  - Prioritize and acquire private lands from willing sellers.
  - Identify and protect key wildlife corridors.
- Broaden watershed protections.
- Monitor environmental health.
  - Implement an environmental monitoring program and create adaptive management plan.
  - Analyze and mitigate environmental impacts prior to implementing proposed actions.
- Protect and restore the environment.
  - Implement an environmental restoration program.
  - Provide transportation alternatives that result in environmental benefits to the mountains.

In addition, proposed transportation, economy, and recreation actions provide strategies that can protect vital natural resources. These include the following:

- Effective transit service can reduce automobile use which, in turn, reduces emissions, fossil fuel consumption, and pollutants in storm-water runoff from roads and parking lots.
- Effective transit service, combined with land use plans and policies that encourage transit- oriented development, can reduce sprawling development patterns, promote concentrated development and open space protection, and further reduce environmental and water impacts associated with automobiles and development.

- Focusing growing recreation use to appropriately manage and improve areas can prevent unmanaged degradation of sensitive environmental resources by over-use.

### Have the natural limits to use and impacts in the canyons been studied?

**Use and impacts were studied in the 1985 Wasatch-Cache National Forest Land and Resource Management Plan (Forest Plan) and the subsequent 2003 Revised Forest Plan.** It has been suggested that carrying capacity be analyzed further if an EIS is developed as part of Phase Two.

The 1985 Wasatch-Cache National Forest Land and Resource Management Plan (Forest Plan) and the subsequent 2003 Revised Forest Plan have established direction for managing National Forest System lands in the canyons. The direction is based on comprehensive studies and analysis, as well as extensive public involvement, documented in EISs for both Forest Planning processes. The EISs took a hard look at the use and impacts that have occurred in the canyons, as well as the current and projected use and impacts in developing direction designed at long-term sustainable management and use of the land. Though direction for long term sustainable use is provided, the plans did not conduct detailed capacity studies nor did they set hard limits on use, rather they identified monitoring parameters designed to measure use and impact and thresholds for when management actions would become needed. The plans also addressed capacity in the canyons by limiting parking and ski area development to existing boundaries. An EIS as part of Phase Two of Mountain Accord will look closely at use (including induced use) and possibly carrying capacity.

### What are the possible federal and state land designations that are being considered?

**There are many types of protections that can be explored for U.S. Forest lands – such as National Recreation Area, National Conservation Area, Wilderness, or National Monument. Currently no state land designations are being considered.** A small working group, the Federal Lands Taskforce, has been convened to discuss the lands that could receive federal designation and what the appropriate designations are. The intent is to maintain the same balance and diversity of uses that we have today well into the future in addition to providing certainty about future land use. When a detailed proposal is available, we will have additional opportunities for public comment. Read more on federal land designations [here](#).

### What about climate change? How does this affect plans and future infrastructure?

**Recognizing that climate change could have significant impacts on our natural resources and way of life, analysis of climate change was**

**incorporated into the Environment System Group's Existing Conditions and Future Trendlines report and will be part of Phase Two analysis in the EIS.**

[http://mountainaccord.com/wp-content/uploads/2014/10/MA\\_Env\\_Existing\\_Conditions\\_Future\\_Trends\\_FINAL.pdf](http://mountainaccord.com/wp-content/uploads/2014/10/MA_Env_Existing_Conditions_Future_Trends_FINAL.pdf)).

Understanding impacts caused by climate change will also be considered in Phase Two. In addition, a goal of no net increase to greenhouse gas emissions is expected to encourage not only sustainable transit solutions but also green building that reaches very low to net zero energy development for buildings contemplated for development under this plan.

### **Why is Grizzly Gulch listed as “under consideration” as part of the Cottonwood Canyons Scenario?**

**At the time the proposed Blueprint went out for public comment, there was no resolution on how Grizzly Gulch would be incorporated into the proposed land scenario.** Through public input and stakeholder involvement, Mountain Accord seeks to identify the path forward as it relates to the Grizzly Gulch component as part of adopting a final Blueprint.

### **Why aren't we considering lower cost and lower impact alternatives? Is there consideration of a model similar to Zion National Park of limiting access and using shuttles?**

**Yes, we are proposing to consider both lower cost and impact alternatives as well as a Zion style shuttle system.** Lower cost and lower impact alternatives (e.g., adding additional bus capacity and implementing a shuttle system) can be analyzed as part of the range of alternatives moving forward into an EIS. In addition, transportation system management alternatives, which are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways would also be an alternative evaluated in an EIS.

### **Concerns over transit proposals include environmental and community impacts, induced use, cost, access and impacts to dispersed recreation, and connection/tunnel concerns between Little Cottonwood Canyon/Park City. How will those impacts be evaluated and addressed? When will details be available on transit alternatives, transit alignments, transit stops, cost, parking infrastructure required, etc.?**

**Details on transit proposals, including impacts, alignments, etc., will be part of the EIS that is proposed to be developed in Phase Two.** Mountain Accord expects to coordinate with the appropriate federal agencies (including the Federal Transit Administration, the U.S. Forest Service and potentially others) regarding preparation of an EIS that will analyze, among other actions, a range of transit and transportation system management alternatives. The Blueprint recommends that an EIS evaluate various alignment options, including alignments in the Valley (on 7200 or 9400 South), Little Cottonwood Canyon to Big Cottonwood Canyon and Park

City, and from Park City to Quinn's Junction and Kimball Junction. The EIS would be prepared under the direction of the federal agencies, and it would analyze impacts and benefits to communities (including induced impacts), the natural environment, transportation, noise, air quality, and other resources. Cost estimates would be developed and we would ask the public and other stakeholders to provide input and comments on the alternatives, impacts, and other issues. This input and the analysis would help inform decisions on the transportation alternatives and potentially other actions. A preferred alternative could be identified during the National Environmental Policy Act (NEPA) process, but the final federal agency decisions will not be made until the NEPA process is complete.

### **Why aren't we considering rail in Parleys Canyon instead of the tunnel connection?**

**Currently automobiles are the competitive mode of transportation on I-80. However in the latter part of the 25-year planning horizon, rail may become a more competitive option.** An express bus on I-80 meets all the identified purposes for the I-80 corridor and at lower costs and impacts than extending rail up Parleys Canyon. This is because I-80 is primarily a commuter and freight corridor with high capacity for automobiles and little congestion. Based on traffic projections for the next 15 or more years, a rail line from the airport to Summit County via Parleys Canyon (an extension from the existing TRAX system west of the University) would have substantially slower travel times than cars or an express bus on I-80. In the latter part of the 25-year planning horizon, if congestion grows substantially on I-80, rail in this corridor would be more competitive with automobile travel times, providing a transportation choice and therefore is part of the longer term vision of Mountain Accord but is not proposed at this time.

### **How does Mountain Accord relate to ONE Wasatch?**

**The proposed Mountain Accord Blueprint proposes multiple components to balance environment, watershed, recreation, and economic needs. Instead of or in addition to connecting some or all the resorts via ski lifts, the proposed Blueprint proposes to connect the canyons via transit and trails.** Transit connections would be year-round, all-weather, and would also connect the population bases in the Park City area and the Salt Lake Valley with the resorts and other recreation opportunities in the mountains, reducing the need for automobiles. Chair lifts are generally not considered a viable form of transportation because many times they are exposed to weather, require a lift ticket, are not wheelchair accessible, do not operate all day or year-round, and are for one single, limited purpose, etc. The proposed Blueprint contemplates tunnels in higher elevation areas to preserve iconic ridgelines, watershed, and hiking/ backcountry skiing areas. Any proposed tunnel would serve only transit vehicles, not private automobiles. A combination of transit and trails would allow loop hiking and biking (starting in one canyon and finishing in another).

ONE Wasatch is a proposal introduced by Ski Utah in 2014 to connect all seven Wasatch Front ski resorts with ski lifts or gondolas. Ski Utah and all seven resorts support the proposal. Ski industry and tourism experts have stated that the ONE Wasatch proposal would create marketing value for the state of Utah and enhance the resort experience.

The proposed Blueprint offers an alternative to ONE Wasatch that would create marketing value for the state of Utah, enhance the experience for resort-goers and other recreationalists, and provide year-round solutions to pressing transportation problems.

*Note that ONE Wasatch should not be confused with SkiLink. SkiLink was a proposal in 2012 to connect the Canyons Resort with Solitude Resort via a ski lift on the north side of Big Cottonwood Canyon. Federal legislation was introduced to sell 30 acres of U.S. Forest Service lands to accommodate the project. The SkiLink proposal is no longer being considered.*

**Will trail connections include separate trails for mountain bikers and hikers? What considerations are being made for different recreation user groups (free-fliers, equestrians, snowmobilers, etc.)?**

Trail connections have not been contemplated to include separate trails for mountain bikers and hikers. A trails implementation plan is currently being developed and those details have not yet been defined. There are many user groups that recreate in the Central Wasatch. Consideration of the impacts to various user groups will be contemplated in Phase Two.

**How will NEPA be structured in Phase Two?**

**At this time, it is uncertain whether there will be one or many separate NEPA processes to address the proposed actions. A NEPA approach will be finalized once a final Blueprint is adopted.** Once a final Blueprint has been adopted and a range of proposed actions and alternatives has been decided upon, the executive committee through its consulting team will work collaboratively to finalize a NEPA approach to implementing actions with current federal partners (U.S. Forest Service, Federal Transit Administration, and Federal Highway Administration).

**How much does this cost and who is paying for it?**

**Phase One funding has come from the State of Utah, local jurisdictions involved in Mountain Accord, and limited contributions from private entities. Blueprint implementation costs are unknown and will be determined in Phase Two.** Since the proposed Blueprint proposes a range of options, there is a range of estimated costs from \$50 million to several billion dollars depending on the alternatives selected. Costs, including funding sources, will be part of the NEPA process in Phase Two.

**Is a decision on the Blueprint binding? What decisions are we actually making when the Blueprint is adopted? How is public input being used to refine the proposed Blueprint?**

**The proposed Blueprint is a planning document and is not binding. Public input will be considered by the Executive Board to inform revisions to a final Blueprint.** Mountain Accord is a regional collaborative with no legal authority and will look to federal, state, and local partners to make decisions through their appropriate regulatory processes. Public input is critical to the Mountain Accord program and is carefully being read and considered by the consulting team and members of the Executive Board to identify issues, concerns, and interests of the general public and will inform the refinement of the proposed Blueprint and next steps. Submitted comments have been cataloged, coded, and summarized and made available to the Executive Board throughout the public comment period. In addition, full lists of all public comments have been made available as well.

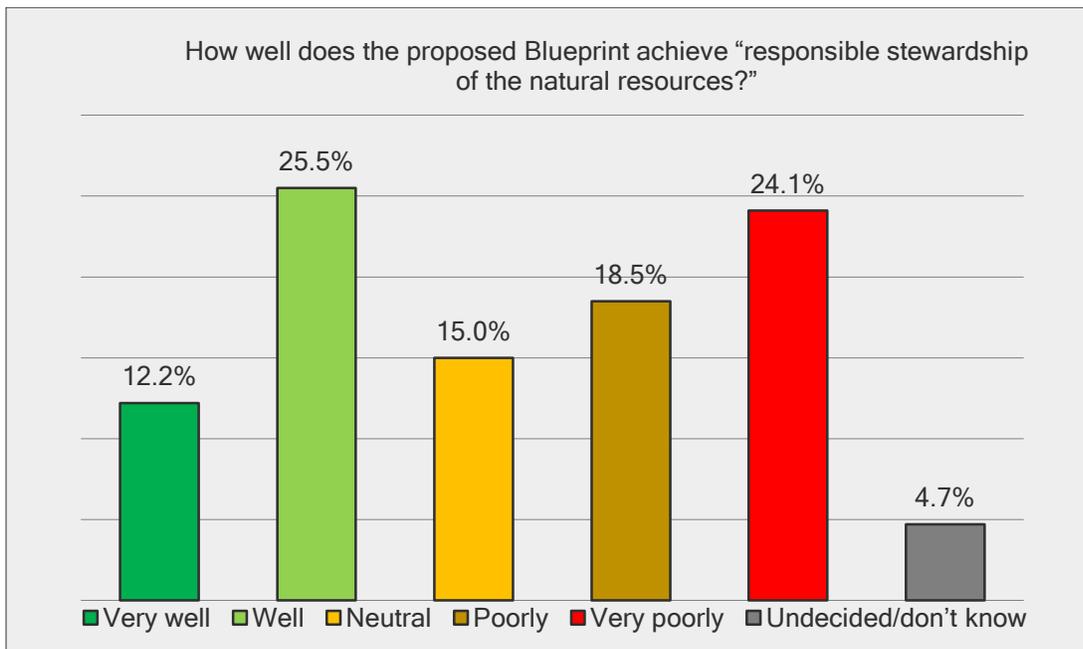
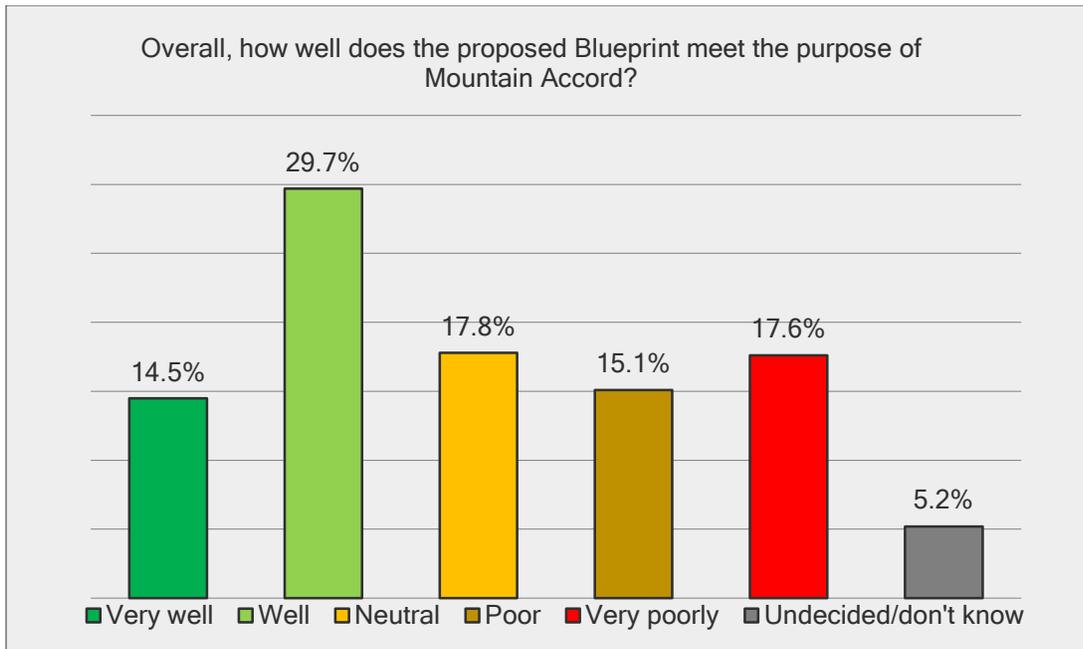


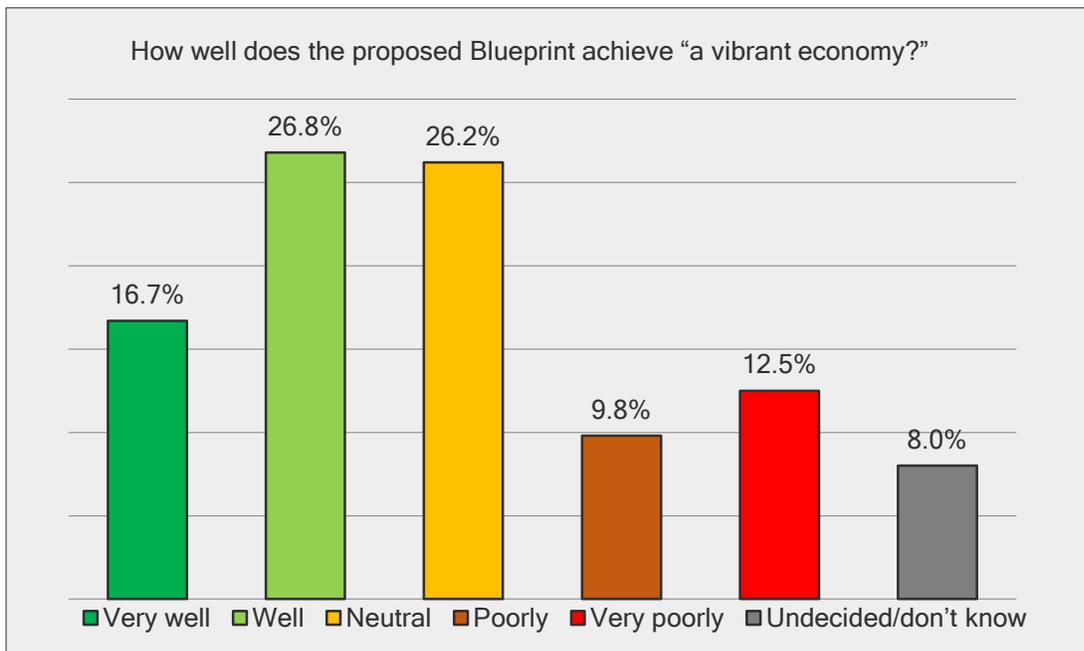
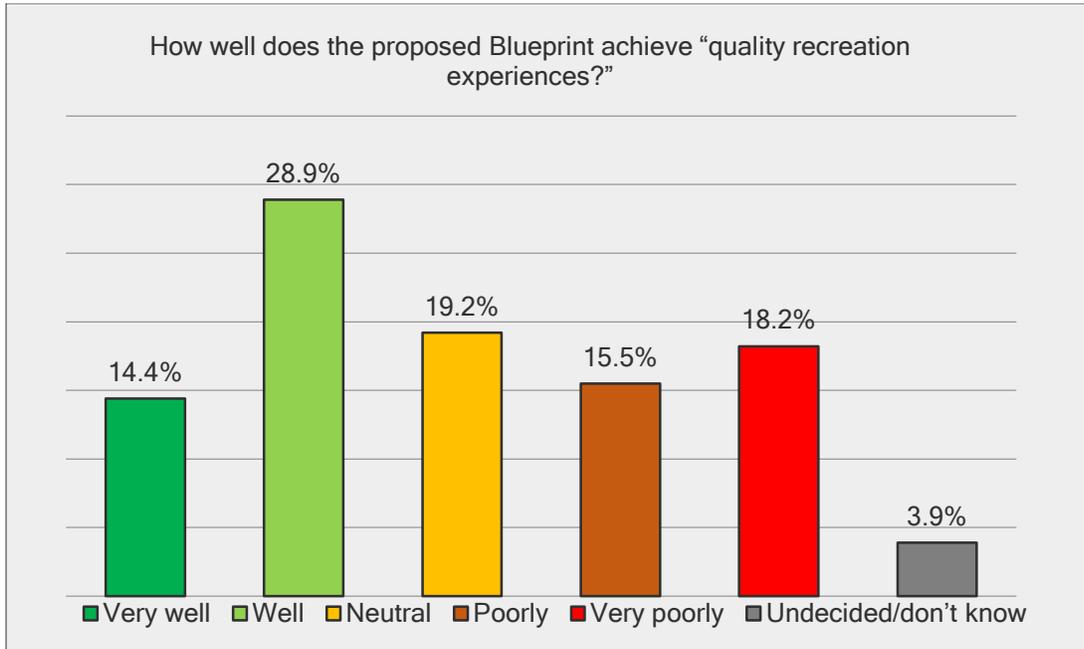
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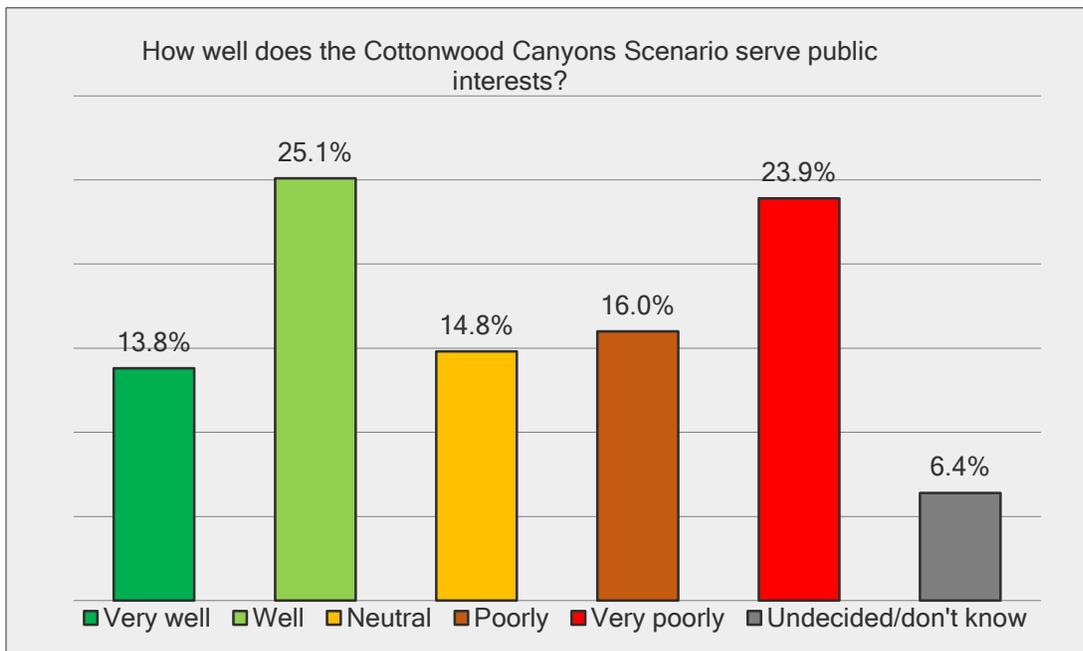
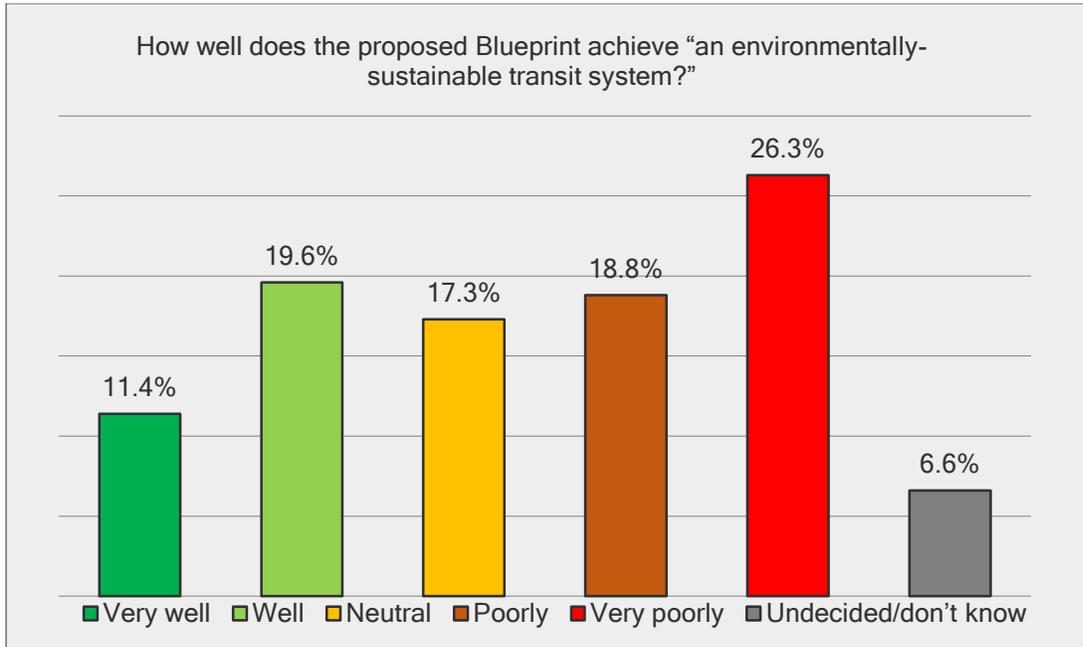


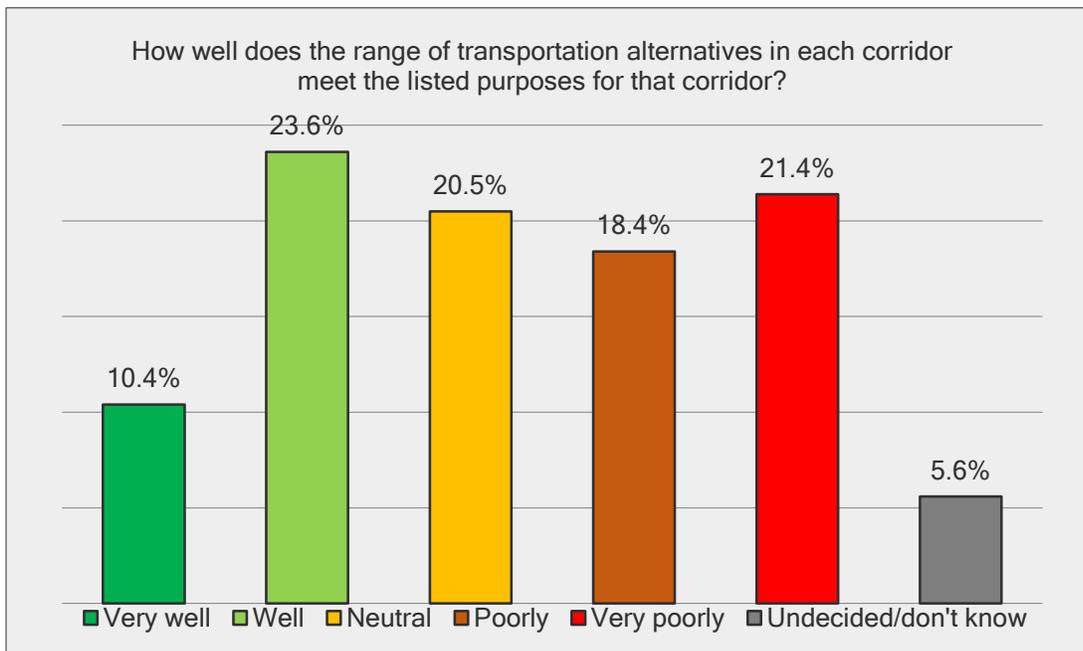
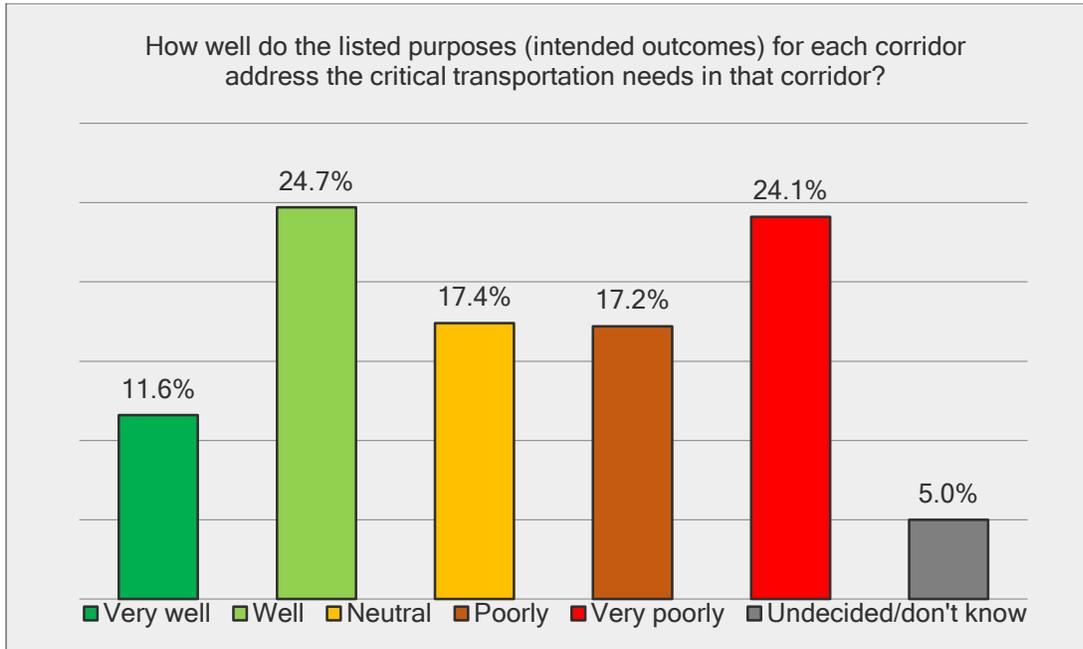
## APPENDIX B

Survey Summary Charts for  
Complete Comment Period











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MOUNTAIN ACCORD

## APPENDIX C

### System Group Member Comments

Email System Group Comments February 4 - May 1, 2015	City	Date
<p><b>Comment</b></p> <p>To Mountain Accord Executive Committee:</p> <p>First, my thanks to the executive committee, stakeholders, participants, and consultants for all their stressful hard work in trying to organize, negotiate, and compromise in an effort to realize a vision. I have been lucky enough to be aware of this process much prior to the "Mountain Accord" direction with Envision Utah and Wasatch 2040 and have seen first hand the abundant amount of data, research and collaboration that has brought us to this Blueprint. It has not been easy, and I'm sure many people have lost much sleep in the past 5 years. Now we are reaching a much heavier time in an effort to move forward with a plan, and the work in many ways is just beginning. I hope and support the participants of Mountain Accord in maintaining their energy, hope, sound mind, and perseverance to take this to the end.</p> <p>In addressing the Blueprint, I want - just like all the other stakeholders - an improved way of operating and sustaining our transportation, economy, and environment. Having a formal background in sustainability and ecology and being an avid recreationalist, I realize that we are talking about a system that must meet triple-bottom-line requirements (people, planet, profit). First, this balance most likely not going to err on the side of anyone single person's wants or beliefs. In fact the solution may hurt/burden and require most of us to stretch our mind in understanding certain options and rely very heavily on faith, science, trust, and commitment. Therefore we can no longer afford to just be an environmentalist, or economist, or humanitarian, we must strive to be a part of this new Renaissance age and be naturalists, thinking in this 3-dimensional capacity.</p> <p>The Blueprint as it sits may or may not be the solution we are looking for in dealing with increased pressure on our natural resources, population growth, and maintaining healthy commerce. However, I do have faith and the necessary commitment to see it through as it is, even with a train through LCC to Park City and back to SLC. The train is only one component though, I also believe that this transportation line and the entire system proposed needs to have policy, environmental parameters and monitoring, public awareness and stewardship, and an economic plan to go along with it. The transportation system cannot succeed on its own without the other legs of sustainability. They are all equally important.</p> <p>The reason this Blueprint could work, is number one, it's not definite yet. Even if we pass the Blueprint, there are other checks and balances in place that could rule amendments (be them on the train, economic hubs, or environmental priorities). Second, we have access to the technology, desire, and priorities to build additional infrastructure/development without further degrading, but rather improving current environmental conditions. We can live a balanced life with nature, we just have to put our money, brains, and action where our mouth is. I have noticed for a very long time it's easy to put time and money into building something new and shiny, but we have always as a society had difficulty putting equal time and money into maintaining or improving existing infrastructure, in this case our natural resources. This way of thinking needs improvement. If we are going to upgrade our economy, transportation, recreation, then we must improve our environment. The best part of this is I know we can do this, we just have to get it done.</p> <p>My vision for a plan (just like the Blueprint and shared among most) includes: an efficient, useful transportation that supports economic vitality without changing who we are in regards to the "sense of place" or brand of a town (like Alta), business, or community; and actively improves our natural resources (with mine reclamation and ecological restoration) through public stewardship and awareness. I want to see every business support the economic hubs, every person use the transit system, every outdoor visitor to appreciate the recreational system, and every person who calls themselves an environmentalist or says they care about the environment be outside working, getting dirty, to improve the environment (no matter who they are). I don't think it is fair to say the current Blueprint because that means in my eyes an unwillingness to work hard to realize our shared vision. Failure will only be due to our lack of commitment and willingness to work on improving not only our situation, but as human beings, and our children's future. We must lead by example for the generations to come; the future is in our hands to work for what we want - this has never changed and never will.</p> <p>Whatever else happens, please don't let them put a lift up Grizzly Gulch!</p> <p>Thanks for your consideration.</p>	Alta	5/1/2015
<p>Dear Alta Resident,</p> <p>Many thanks to those who attended the Mountain Accord meeting in Alta on February 23, and who have shared comments with us. Please help us reach a wider audience by forwarding this email to those who were unable to attend, or anyone else you think would be interested. We hope that Alta Town leaders and Mountain Accord staff heard us. Don't stop now. We must all provide written comment and do so by March 16th.</p> <p>It is imperative that you visit <a href="http://mountainaccord.com/get-involved/">http://mountainaccord.com/get-involved/</a> to review the Blueprint. Please tell them what you support and why by March 16 - be thoughtful and constructive, explaining your opinions. The form on the Mountain Accord website is over simplified and confusing so we encourage you to submit your comments directly via email to <a href="mailto:comment@mountainaccord.com">comment@mountainaccord.com</a>. The Alta Town Council Members and Mayor Palfari have expressed on multiple occasions that they want your voice, so use this opportunity to communicate with them, as well as Salt Lake City Mayor Ralph Becker, Salt Lake County Mayor Ben McAdams, Sandy Mayor Tom Dolan and Cathy Kihoro and Dave Whitteck of the USFS. All emails are below to copy and paste or you can reply all to this email.</p> <p>To: <a href="mailto:comment@mountainaccord.com">comment@mountainaccord.com</a></p> <p>FCM believes that watershed, wildlife and open space are the foundation of our unique area of canyon experience. They are why people come to Alta, our identity. We acknowledge the need for a solution to the sometimes difficult transportation situation. We are FOR a Bus Rapid Transit (BRT) system coming up the canyon that incentivizes use. Our reasons are listed below but are summarized as the BRT being more flexible, less destructive to the environment and less costly. With regard to interconnect via Alta, we have great concerns about a tunnel. Adverse impacts on the underground stream flow, aquifers and other cumulative impacts to our community and environment would need to be VERY carefully studied. There is still a great deal of information needed on the Blueprint, however we encourage you to include your opinions on a tunnel with your comments.</p> <p>Specifically, some of our reasons FOR supporting the BRT option:</p> <ol style="list-style-type: none"> <li>1. Returns more of the environmental and character aspects of our end of canyon location.</li> <li>2. The BRT, while no costs have been estimated, will surely be less costly than the train up LCC.</li> <li>3. The BRT solution is most flexible and can be easily altered in circumstances require. Not so with the train.</li> <li>4. The train is an acknowledged marketing effort. Those dollars should be used to support BRT.</li> <li>5. The BRT will meld well with the proposed Town of Alta base facility plan.</li> <li>6. The BRT will be much less disruptive to the watershed than the train would be.</li> <li>7. The BRT makes use of an existing roadway to provide a viable transportation solution while mitigating environmental and character impacts to our canyon.</li> </ol> <p>Below are links to the Mountain Accord and several articles for background.</p> <ol style="list-style-type: none"> <li>1. Mountain Accord Proposed Blueprint for the Central Wasatch Mountains.</li> <li>2. Cottonwoods Canyon Negotiations Takeforce by Save Our Canyons.</li> <li>3. We're Not That Special by Tom Clyde (Park Record).</li> <li>4. Slippery Slope: Canyon Conservationsists have to give a little to get a little by Cathy Frasier (Ely Weekly)</li> <li>5. Transit, recreation focus on grand plan for the Central Wasatch by Jason Lee (KSL.com)</li> </ol> <p>If you believe in our efforts to protect the Alta Experience, please show it by making a donation to help us continue.</p>	Alta	3/4/2015
<p>The jaw dropping silence at the Olympic Park meeting was obvious when the train was revealed and announced that the blue print proposals were made by a consensus of the executive board. The outcome was not unexpected because it was obvious early on (the second group meeting and despite assurances by the group leaders to the contrary) that the goal of the Mountain Accord was a train up little cottonwood. With the forest service east of new facilities, especially parking, in the canyons, more land being put into protected designation and increased restrictions on building. I am very afraid of wholesale condemnation of private property and homes to build transit hubs, rail terminals and train systems inside our communities. Brighton and Silver Fork were communities and destinations for peace and quiet some 100 years before skiing came to town and to turn our neighborhoods into seasonal rail terminals and transit hubs would be totally unacceptable and will be met with total opposition. The water systems for our communities are from mine tunnels and springs, are single sourced and fragile and barely adequate to not only the residents but also the growing number of visitors. For decades engineers, hydrologists and geologists have warned that tunnels through the Wasatch Mountains would have a negative impact on the canyons an example would be park city mines is paying or has paid Salt Lake City for water draining from Twin. Takes into a mine tunnel is the Mountain Accord ready to address providing water to affected communities with the blessing of Salt Lake City and its control of the watershed?</p> <p>Environmental Group member</p>	Brighton	2/18/2015
<p>I have been actively involved with Mountain Accord since its inception, serving on the Recreation System group representing an environmental organization. I have also done a great deal of outreach and community engagement to encourage public comment. I am a resident of Cottonwood Heights but the community where I work and play is Alta. I moved here after college 5 years ago and fell in love with Alta's unique environment and community.</p> <p>While I am happy to see a large group of representative stakeholders at the table working to plan for the Central Wasatch, I am deeply concerned about some of the proposed actions on the Blueprint. The proposed land swap between the Mountain Accord and the Forest Service is one level for upper elevation land does provide a unique opportunity for conservation between the Emma's and Superior ridgeline, however, the potential for development in the base facility site is concerning. I believe it should be a value for value transfer and possibly only include the land that Alta's existing facilities currently occupy. I see a great opportunity to place the area into a permanent protective land designation such as a conservation area, national recreation area or a national monument. I believe we need to protect the Central Wasatch from any further development and preserve this beautiful area for generations to come. I support the permanent protection of the Emma Ridge to Superior ridgeline from development.</p> <p>I recognize that there is a need for an improvement in public transportation in LCC. However, I am not yet convinced that a train is the most cost effective, efficient or best answer. I look forward to further examination of cumulative impacts during the NEPA process. I feel that the bus system is far from optimized and with proper implementation, could serve both the ski resorts and dispersed users on a year-round basis far more effectively than a train.</p> <p>I am extremely concerned about the potential connection from Alta with BCC and Park City. I think this would change the character of our top of the canyon community forever and may be detrimental to the environment. The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</p> <p>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection. I believe that the current balance of ski area and back country terrain should be maintained.</p> <ul style="list-style-type: none"> <li>- I support enabling the ski resorts to expand their summertime activities within their existing footprints.</li> <li>- I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak</li> <li>- I do not support extraordinarily expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already flat-to-declining market.</li> </ul>	Cottonwood Heights	4/30/2015
<p>This suggestion was made at the NEPA seminar 3/10/2015 and at more than one of the earlier comment programs.</p> <p>MT: Accord is getting, and will continue to get, significant push-back on the blueprint pattern that focuses on a train up the LCC. We strongly feel that there has not been enough consideration given to alternate methods and means of transportation up the canyons. As a result, the possibility of causing irreparable damage to the ecology, historic site(s), and living environment of the lower LCC canyon is not specifically included in the blueprint. In addition, the MA corridor "purposed criteria" seems to be written to support your initial goal of an expensive train and insure that less costly options are eliminated from consideration.</p> <p>During the system group meetings, members of the environmental group requested, multiple times, joint meetings between the various groups to compare notes and possibly come up with jointly accepted range of transportation alternatives. This did not happen for whatever reason(s).</p> <p>I suggest that the system groups be re-convened to accomplish this task. In addition, it may be valuable to entertain the thought of including representatives from outside (public) groups. The objective would not be to disqualify the concept of a train/rail transportation but to formulate a minimum impact alternative that would be used as the lower limit of transportation studied during the EIS process. The criteria should read that we want less pollution in the canyon balanced by the smallest footprint possible.</p> <p>The objective would also be to look at transportation hubs where travel up the canyon(s) could be centralized and possibly be a point where patrons can park and/or transfer to other means of transport up the canyon. In addition a sensible "flex" alternative could be developed to handle the traffic during peak and non-peak days.</p> <p>Environmental:</p> <p>All costs protect watershed. Funding mechanism needed to sustain, manage and enforce protection plan. Airport tax, car rental fee, transportation fee, must be used to offset environmental impact of transportation including auto and air traffic into SLC and Heber.</p> <p>Under "Proposed Cottonwood Canyons Scenario", it appeared to me it is assumed there will be a rail and tunnel system? I am opposed to tunneling of any sort. In my opinion, it appears from the way one links to this section from the Environmental sub Committee. I believe there would be a negative impact to watershed and environment with tunnel option. Cost benefit analysis would unlikely show a positive outcome. Benefits would go to a low expense of majority and environment. I'm against any sort of linking between Park City, BCC and LCC. (Other than express/local bus and shuttle service)</p> <p>Strongly support all efforts to enhance, manage existing flora with managed plan to mitigate noxious invasive species.</p> <p>Strongly support efforts to mitigate future impact on climate change including mapping and reducing CO2 footprints.</p> <p>Recreation:</p> <p>As an avid backcountry skier and mountain biker I have an intimate relationship with the Wasatch.</p> <p>What exactly is Protective Public Ownership? What funds the ongoing management and protection of these areas?</p> <p>Where are and how does the ski areas in American Fork fit into the plan? Doesn't show on map and is outside area of focus.</p> <p>Areas included in Ski Area Land Swap should be valued based on actual economic viability of private expansion in these areas. Less value given to places not likely developed due to geographic topography, etc.</p> <p>Not in favor of reducing mountain bike or back country skiing access to existing trails/areas.</p> <p>In favor of reducing hell ski operations and strengthening rules which dictate when and where operations are allowed. Penalties should be steep and enforceable.</p> <p>Economy:</p> <p>I believe "sustaining economic growth" in the Wasatch is counter to this entire process. Limiting, controlling and enforcing commercial business is the only way to accomplish the primary goal of the Mountain Accord... protecting the watershed and pristine nature of the area.</p> <p>Reserves should be placed on the mt of land made available for all employees should be required to take mass transit or private shuttle. Existing parking lots should be acceptable land for increased development.</p> <p>Stronger regulations and enforceable penalties are the only way to manage the greed of the corporate growth machine. If you'd like I'll tell you how I really feel ☺</p> <p>Ongoing appropriation of state and local municipal funding to manage preservation and improve existing conditions... not enable development.</p> <p>Transportation: best for transit(2)</p> <p>In my humble opinion, enhancing Local Bus, Express Bus and Shuttle service is a short and long term piece of the solution for 880, and the Cottonwood canyons. No tunnels. No light or heavy rail. No Ariel Tram or connections other than bus and shuttle between Park City, BCC and LCC. However, enhancing rail between the airport and the transportation HUBs on the Wasatch Front makes sense to me. Long term perhaps up 880 to Kimball Junction or Quinn's.</p> <p>Supply should meet variable demand based on seasonal requirements. Identified HUBs seem reasonable.</p> <p>Park and ride areas to the south of 880, at 880 and between 880 and Mill Creek, BCC and LCC should be enhanced and managed intentionally to serve the seasonal and time-of-day needs. If we could depend on the bus we will ride the bus.</p> <p>Reducing parking availability, charging additional fees for car rental, fees for parking at ski resorts or ski towns. Make it more desirable to take public transport or shuttle reducing the rental car numbers and SLC cars traveling all corridors to recreation destinations.</p> <p>Transportation Management System is not defined... what's this?</p> <p>Fees (a % of ALL fees and taxes related to this initiative) should be used for funding and sustaining management, enforcement and to offset the cost of public transportation options. Possibly fund a grant pool for incentivizing environmentally friendly vehicle use i.e. electric shuttle vans, natural gas vehicles, etc...</p>	LCC	3/12/2015
<p>April 28, 2015</p> <p>Mountain Accord Blueprint Comments</p> <p>Greetings, As one of the primary authors of the comments submitted by the Wasatch Backcountry Alliance (WBA), I support and endorse the WBA comments. In order to not be redundant, I submit only the following brief comments: NEPA The Mountain Accord is being conducted as a precursor to the NEPA process. Therefore it is not unreasonable to view the intent of the Mountain Accord as essentially NEPA Scoping. Funding for the Mountain Accord includes money with a likely source that includes funds provided by the State of Utah that are essentially being passed through the State from Federal sources. Based on the funding factor alone, there is likely a Federal nexus and therefore, the Mountain Accord process in its entirety must be part of legal record as per NEPA requirements. Therefore all comments must be reviewed, addressed and responded to as per NEPA regulations.</p> <p>Public Involvement The Mountain Accord has failed in terms of getting the public informed and involved. Considering the large amount of funding provided, it is a surprise that more money was not allocated for an aggressive Public Relations campaign. Moving forward, the Mountain Accord must do a better job at public involvement. Ski Area Expansion</p> <p>I personally do not support ski area expansion in any manner. Dispersed users have been losing terrain for the last 40 years. Backcountry skier numbers and densities have been growing rapidly. There is no justification to increase the footprint of for-profit ski areas at the expense of other public lands users. In addition, ski area expansion has the potential for significant impacts to wildlife, natural habitats and the watershed health of the Central Wasatch.</p> <p>The impacts of ski area expansion such as increased use of sediments must be analyzed very rigorously. One example is Solitude's proposed expansion into Silver Fork. While encompassing only 70 acres, it provides easy "no-effort, glide return" access, along with associated impacts to an additional 250 acres of new sediments in Silver Fork alone for a total impact of 320 acres. I have attached a map detailing the area of these impacts to this letter. This is similar to the 1990 lift at the Canyons Resort which has been shown to have verifiable impacts to dispersed public lands users on the Park City Ridge/line and Big Cottonwood Canyon.</p> <p>Entrenched Consultants</p> <p>I support and suggest that a new set of consultants be used for portions of the NEPA analysis. This will allow the project to be evaluated with a fresh set of eyes and may provide additional out-of-the-box thinking. Based on my experience with the Transportation subgroup, I feel that some of the consultants may be too close to and biased by the agencies that they have had long-term relationships with.</p> <p>In closing, I would like to thank the Mountain Accord for allowing me to be part of the process.</p>	Salt Lake City	4/28/2015



<p>I support the permanent protection of the Emma Ridges to Superior ridge line from development.</p> <p>I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of inactive land, additional water use, increased snowmaking, and improved LCC transit.</p> <p>I support adding potential lands and zoning for additional development at the various resorts' bases.</p> <p>I support enabling the ski resorts to expand their summertime activities within their existing footprints.</p> <p>I support enhanced modern avalanche mitigation techniques (ie GSA-X) above Alta. I do NOT support a chairlift on Flagstaff peak.</p> <p>I do not support extraordinarily expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already flat-to-declining market.</p> <p>Environment</p> <p>I am not an environmental specialist, so I cannot comment on the survey question: "Does the Blueprint achieve environmental stewardship of the natural resources?"</p> <p>I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development.</p> <p>I am in favor of a re-forestation effort on (particularly) the Emma ridge line area.</p> <p>I am becoming increasingly convinced that simple people pressure on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality.</p> <p>I am concerned that the ski resorts are getting many of their desired "guts", and their "gives" are more along the lines of "we are not taking it much as we could take", at the expense of potential environmental and backcountry terrain preservation.</p> <p>Overall I have found the "Blueprint" (it should have been called a "proposal") NOT to be reflective of the thousands of hours of work that people put into the system meetings and submissions over the summer; it confirms to me that the Exec Board was made up of a lot of Important People who were not very engaged in the process and therefore created a plan that represented their impressions/interests rather than what was determined by the System Group.</p> <p>I also feel that the survey questions are far too vague and their wording is misleading, and that using "statistics" generated from this survey will lead to incorrect conclusions regarding public sentiment.</p> <p>Therefore I do not support the "Blueprint" in its current form, but I am a strong believer that a more equitable balance of gives and takes can be achieved to accommodate many constituents/stakeholders' desires, if they are all willing to concede on some of their desires. ☺</p>	
<p>Comment to Mountain Accord From Economic System Group Member Dennis Gorenham 3/9/15</p> <p>My comments are broken into three short sections: 1) Blue print comments, 2) NEPA comments, and 3) Immediate steps.</p> <p>1)After reading through the Blueprint, there is very little I can't agree with. I think the Executive Committee and the Cottonwood Negotiation Task Force has done a good job identifying issues and trying to negotiate solutions. That said, I am getting more uneasy about what I am hearing at the open houses and public forums.</p> <p>The Blueprint outlines general recommendations resulting from these negotiations. The details we are starting to hear now are basically the resorts will swap private land in lieu of other considerations. On the surface these trades sound reasonable but the resorts are hedging their bets by basically saying the trades will happen only if they get everything they want. What if we get through this and the transportation solution does not quite get to what the resorts want; can they then renege on the whole swap. Or would they do a partial swap that could basically leave us with the same issues we currently have?</p> <p>I don't think any of us ever thought the results of the Mountain Accord process would result in quick fix, but with the stipulations the resorts are putting on the land swaps, it may never be done. But, it needs to get done!</p> <p>The resorts want to do some expansion and development so they need private land and water at their base. They also say that the land swaps won't happen if they don't get a transportation system that gets more people to the resorts. It seems obvious to only way to enhance the economy, ensure quality dispersed recreation, and protect the environment is to design, fund and construct a long term transportation system both to and up the canyons. This solution must meet the needs of the resorts and dispersed recreationists, and must also be environmentally sound. This must be done no matter what the cost. Nobody looks back now at transportation issues like the freeway through Glenwood Canyon and says it was a bad deal. It was very expensive, but was environmentally sound and boon to the region's economy. It must protect the water and visual quality in the canyons.</p> <p>Once the land swaps are complete, the affected local governments and the Forest Service should consider designations for these areas that would protect them in perpetuity. This should also include acquisition of parcels owned by private land owners other than the resorts.</p> <p>2)At the public forum at the City Library on 2/18 I had requested we add suggestions for issues to be addressed in the FIS.</p> <p>The visual impact of various transportation solutions must be fully evaluated in the NEPA process. GIS data is easily obtainable to allow full and detailed analysis of every transportation scenario. GIS technology, the quality of DEMs, and the power of computers allow that each and every possible solution must be analyzed to determine line-of-sight impact. For example, an aerial solution to Little Cottonwood Canyon would require several very tall towers and could have a detrimental visual impact on many other parts of the Canyon.</p> <p>All GIS data, modeling applications, and results should be available to stakeholders and the public. Not just the final decisions.</p> <p>Many of the Mountain Accord stakeholders have their own GIS capabilities and should be allowed access to all raw GIS data to conduct their own analysis using the same data. Licensing for data during the NEPA process should allow that.</p> <p>3)There are many actions that could take place immediately and would not require waiting for the results of a NEPA process and whatever might follow that. 1) The Bonneville Shoreline Trail should be completed as soon as possible, at least those sections that do not have private land or wilderness boundary issues. 2) Complete other trails and sections of trails in the foothills and up the mountain basically showed ready. 3) Expand bus service for summer users of train and resorts in the foothills and up the canyons. This is especially necessary as we see increasing use of trails (e.g. Mt. Olympus) and various summer activities and events up the canyons. This is a longer term project but promoting public mass transit use to these areas.</p> <p>Thank you very much and I look forward for opportunities to participate more as the NEPA process progresses.</p>	3/10/2015
<p>The residents of the salt lake valley are fortunate to have such a collaborative effort to take place. As the plan moves forward I would like to see that the recreational opportunities of the free flying community be protected. I am a member of local organizations representing paragliders and hang gliders, speedfliers and speed riders, and basejumpers.</p> <p>As board members may be aware Utah is a world class destination for these sports and participants travel from around the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been retained as under consideration for enhanced protection. Flying sports in the wasatch can easily be documented as customary and have taken place for decades. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however we do require mountain tops to launch or jump, along with various areas in the canyon bottoms for attend or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace.</p> <p>However we feel a potential for a world class destination for these sports and participants travel from around the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been retained as under consideration for enhanced protection. Flying sports in the wasatch can easily be documented as customary and have taken place for decades. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however we do require mountain tops to launch or jump, along with various areas in the canyon bottoms for attend or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace.</p> <p>Unfortunately almost all of the federal land managers controlling wilderness, national monument, and national park land have severely restricted, but more often, prohibited paragliders, hang gliders and basejumpers. Generally we are lumped in with powered aircraft. Very often our pilots are aggressively harassed and commonly criminally prosecuted for both intentional and unintentional use of our public lands. This does not occur with land managers who administer national forest and BLM land.</p> <p>The wasatch is unique as our use of these lands will provide any change in designation and we expect to have continued access to our land.</p> <p>Our organizations would like a part of the discussion about land designation changes and to secure the right to continue our recreational use of our lands.</p> <p>I work, recreate, and love to someday own a home in the canyons. I am born and raised in Utah and hope to continue to enjoy the recreation and quality of life which makes me so proud of my home state. I would appreciate the chance to discuss this future of future proposals in greater detail with members of the executive committee.</p> <p>Thank you for all your hard work.</p>	3/12/2015
<p>Recreation System Group member, Mountain Accord University of Utah, Department of Parks, Recreation, and Tourism, NOLS Liaison Big Cottonwood Community Council person President Emeritus Home Owners' Association / Liaison USDA Forest Service</p> <p>(The numbers on this list are not a rank order, they are used for convenience of organizing; these ideas are my personal opinion informed by my associations listed above but do not represent a consensus of any of those bodies)</p> <p>1. Resort Expansion</p> <p>Negotiated through a public process, the USDA Wasatch-Cache Forest Plan set aside upon no ski resort expansion more than a decade back. Now, the Mountain Accord, through the nearly secret Cottonwood Canyons Task Force (CCTF) is telling us again – after the Mountain Accord is done with you – that's when there will be no more ski resort expansion. Ski resorts will always want to expand, this will never end unless someone says no more. No more was said long ago with the Forest Plan so please respect those who negotiated and those who have lived under the no more ski resort expansion. Giving the ski resort more land by the CCTF is not a compromise, a compromise is matching new land for ski resort expansion with land removed from ski resort use. A true compromise would be a boundary shift retaining the same acreage, not a boundary expansion.</p> <p>The CCTF land swap and ski resort expansion is a bad faith agreement. The most critical piece of land, Grizzly Gulch is not even part of the agreement – hence more room for ski resort expansion after the Mountain Accord's turn saying no more expansion. If Alta puts chairs on private property in Grizzly Gulch, then they negotiated with the public in bad faith about agreeing to no more expansion during the Forest Plan development. Agairt Brighton into Hidden Canyon makes it easier to connect to Park City – sounds like One Wasatch. Solitude into Silver Fork makes it easier to connect into Grizzly Gulch and connecting to Alta. Solitude into Silver Fork only makes sense if there is a new chair or private property up to the Honeycomb Ridge overlooking Grizzly Gulch. This CCTF is nothing more than a One Wasatch secret, all that is missing is the name. One Wasatch! Ski resort managers are a smart bunch and like smart chess players, they make small moves now with the big move still eleven moves out.</p> <p>2. Resort Property Consolidation</p> <p>Trading ski resort owned parcels for a protective easement for Forest Service lands at the base of the resorts has potential as a viable compromise. Examining this issue is a good goal for the Mountain Accord. These properties outside the resorts, if truly protected from development can be worth the consolidated base development if the base development is kept low profile. The Brighton circle is a quiet community and may not appreciate a noisy neighbor of a nightgite ski resort. Please survey the residents first. The Big Cottonwood highway is already one of the most dangerous roads in Utah and adding more, and later right right only contribute to a hazardous drive through the canyon.</p> <p>3. A Train and a Tunnel</p> <p>Giving four ski resorts a multi billion dollar train is misguided. The problem of the Cottonwoods is overcrowding. The train, like One Wasatch are marketing attempts to lure out-of-state and out of country skiers. But we are overcrowded now, we can't handle more out of state and out of country skiers without losing in-state skiers and boarders. Long lift lines at Alta have finished driving many local people away from downhill skiing. The resorts and canyons are at risk. At best, a train will pack more people into longer lift lines and ski resort managers will insist on expanding yet again! This train is not a sustainable proposition. If giving cars to the canyon is a goal behind the train, this is a dangerous starting point toward that goal. Mountain Accord's Transportation System Group leader said at the League of Women Voters' presentation at the Salt Lake City Library that never did the transportation system group consider that public cars would be restricted in the Cottonwoods. Yet, that is a sustainable goal – that of restricting public cars out of the Cottonwoods – especially in the Cottonwoods.</p> <p>4. Cars and Public Transportation, shuttle buses, and trains</p> <p>Mountain Accord should study shuttle bus service over trains. The roads are already there. Car pool discounts, high tech toll booths with license plate scanners that allow payments on line or by phone in advance, should come long before trains are considered. Shuttle bus expansion is ready to go. Think about the absurdity of a train tunnel to Brighton. A train from Alta would drop people off at Brighton, missing all the stops of picnic areas, hiking trails, and campgrounds in Big Cottonwood complex. With a train, a shuttle bus system is still required to take people down Big Cottonwood to the trails and sites, just to shuttle them back up to the train at Brighton in the evening to then ride the train all the way back down Little Cottonwood Canyon? Who are kidding that Big Cottonwood and a tunnel at Brighton or Solitude? If the train runs between Brighton and Solitude, where will it go? There is a Church Camp, Nordic Track, private resorts, and a fire station completely blocking the way. Be honest, think it through, are you announcing an eminent domain taking of private property for an absurd train?</p> <p>5. Snowbirds, American Fork and development</p> <p>The notion of a land swap in American Fork Canyon for the expansion of Snowbird in trade for protected land along the Superior Ridge and Face has potential. If Snowbird can demonstrate how they can be a better steward of the land</p>	3/13/2015
<p>over the out of control ATV use in upper American Fork/Mineral Fork area, there is room for some negotiation. No details seem to be available, but there seems to be potential for some land swapping between Mineral Basin/American Fork and face of Superior and Superior ridge. Shame on Alta for threatening to expand into Grizzly Gulch, Patry Marley, and Tuscara. That is blasphemous or at least thought holding of these areas. When Alta negotiated on the Forest Plan, they agreed to no more expansion. If they were holding out secret plans to expand on private property, they should give back the public land to the public for back country use.</p> <p>6. Multi-use trail equal mountain-bike trails</p> <p>The Cottonwood Canyons are the most beautiful where the terrain is gentler and wide open. The Cottonwoods are tight, steep, and constricted. Great for narrow hiking trails, poor choice for mountain bikes. Hiking is the traditional use of the Cottonwoods in the summer and mountain bikes endanger hikers and the time-honored peaceful experience of walking safely. Miller's odds / even days allow hikers to be safe half the time and endanger half the time. Mountain bikers are not natural, their pace is not natural, their mechanical clanging noises are not natural. What in nature goes at the pace of a mountain biker? What brings bigger fear to a hiker with children than a mountain bike coming downhill? Don't pretend that multi-use trails are hiker friendly. Mountain bikers are expanding into the back-country faster than the ski resorts are. Their pace is not natural, their mechanical clanging noises are not natural. What in nature goes at the pace of a mountain biker? What brings bigger fear to a hiker with children than a mountain bike coming downhill? Don't pretend that multi-use trails are hiker friendly. Mountain bikers are expanding into the back-country faster than the ski resorts are. 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<p>I think that overall the Executive Group has done a good job with their "consensus Blueprint" for the future of the Central Wasatch, but as is usually the case, the "benefits" vs. the "draws" will be in the details. My support for and opposition to the details are as follows: 1) Preservation – Preservation of our unique mountain resource should be the principal goal of Mountain Accord.</p> <ol style="list-style-type: none"> <li>Support additional protection for public lands as a National Conservation Area (no motorized use), Conservation Management Area, National Conservation Area, National Recreation Area, or National Scenic Area to preserve current use, and modification of existing Wilderness Areas to improve boundaries (see 3e), but not for expansion of wilderness.</li> <li>Support the Cottonwood Canyon Task Force's negotiated recommendations for a package of land use protections and adjustments in Big and Little Cottonwood Canyons including Grizzly Gulch, and efforts of the Mt Accord Land Use Group's continuing efforts to identify other critical parcels of private land that could be brought into public ownership. 2) Transportation – Too many cars is the critical issue in the Central Wasatch Canyons. I support transit solutions as follows:       <ol style="list-style-type: none"> <li>The transit-based solution is too much, in both cost and impact and should be dropped.</li> <li>Support maintaining our dead end canyons with improvements to the existing roads to support year round bus traffic (including avalanche shelters).</li> <li>My favored transit solution would be something as close to the shuttle bus situation in Zion Canyon as possible, i.e., natural gas powered (or electric) with in pavement recharging like USU is working on) buses with large windows that emphasize the visual/recreational experience rather than the transportation experience.</li> <li>A fee/funding system that encourages electric, vehicle restrictions, canyon entry fees, parking fees, and low transit fares.</li> <li>Transit stops favored over parking spaces.</li> <li>Good (no chip seal) 3" bike lanes up and down Millcreek, BCC, and LCC. 3) Trails – I support the effort on a Comprehensive Trails Plan for the Central Wasatch, which I hope will include:       <ol style="list-style-type: none"> <li>A mix of hiking and biking trails and well-used day trail restrictions to accommodate different user needs.</li> <li>Specialized bike trails like downhill or terrain parks should be kept to the developed ski areas, not the backcountry.</li> <li>Paved bike lanes in Mill Creek, Big Cottonwood and Little Cottonwood as well as the St. George studied Parley's Bike Trail should be included in both the Trails Plan and the Transportation Plan.</li> <li>Completion of the Bonneville Shoreline Trail between Parley's Canyon and Hidden Valley Park in Sandy.</li> <li>Any Mt. Accord recommended changes in Wilderness boundary designation should include minor alterations that would provide a regular USFS land buffer along terrain features inside the west edge of the Mt Olympus, Twin Peaks and Lone Peak Wildernesses to allow construction of the BST without Wilderness restrictions.</li> </ol> </li> <li>New paved (or other hardened surface) trails and viewpoints at selected transit stops to important canyon features (Douglas Falls, Liza Falls, etc.), canyon overlooks (first portion of Broad Fork and White Pine trails, lower LCC climbing area, etc.) to accommodate crowds of casual canyon visitors.</li> <li>I also support some sort of managed trail reservation/lottery system in the future for some trails on some days (weekend and holidays) to start to preserve user experience. 4) Next Steps – Major steps in MT Accord like land trades and transit improvement will likely take years to develop, but there are elements of the plan that could be initiated ASAP such as:       <ol style="list-style-type: none"> <li>Establishing a united management, education, and funding organization for the Central Wasatch should be done as soon as possible to begin working on preserving the resource.</li> <li>UDOT is planning to pave the bottom of BCC this year without provisions for major improvement of the bike lanes. SL/CAC and others are trying to get UDOT to do whatever it can to improve the safety of the bike lanes within the existing right-of-way and cliff to stream conditions. Even 6 inches or a foot of new pavement would help. Please use whatever powers of persuasion Mt Accord can exert to assist this effort and convince UDOT to do its best to improve the safety of the BCC bike lanes NOW!</li> <li>Some of the efforts on the Comprehensive Trails Plan for the Central Wasatch may wait on NEPA review, but work on some trail maintenance and securing funding could begin now.</li> </ol> </li> </ol> <p>5) Final Comment – I suggest that Mt Accord not use the terms "idealized solution" and "ideal future" since there can be no such outcome without some reference to population control along the Wasatch Front. (Sorry – I couldn't resist that!)</p> </li></ol>	<p>4/3/2015</p>
<p>May 1, 2015 Comments on the Mountain Accord Blueprint</p> <p>The Mountain Accord overall has been an admirable process that hopefully will meet the goal of preserving and protecting the Wasatch Mountains that are so near and dear to our hearts, and to the health and well being of the communities surrounding them. I am supportive of the intent of the overall process and hope that a solution that preserves the Wasatch Mountains can be reached.</p> <p>I am not sure if I support the details of the Blueprint since it's pretty hard to digest the implications due to poor presentation. My general view is that the Blueprint needs a second round of vetting after comments are taken. At this point I am supportive of some of the general concepts, but would like a better UDOT before proceeding.</p> <p>I am submitting comments in two major areas – bicycling and mountain biking, and general comments on the Mountain Accord.</p> <p>First, however, a comment on the presentation of the materials. The materials – the Blueprint, Idealized Systems, Cottonwood Canyons Scenario, etc. are presented in a generally poor manner which makes understanding them very difficult. While I brought this up to the project team, little was done to change this. One has to click on many, many different links to try and put all the pieces together. And hence it is hard to know if you have all of the current and relevant information. Everything should have been consolidated into one PDF of all material – blueprint, idealized scenarios, idealized systems, etc. For this reason, I would recommend that you extend further the comment period past May 1, 2015.</p> <p>Additionally, there are not enough details on proposed major outcomes, particularly on trails and transportation.</p> <p>Generally, the presentation and information currently available is a hodgepodge and is very hard to work with. It is hugely frustrating to work with this, and makes it difficult to synthesize the material. For each area in the blueprint, there are at least 21 documents to digest, but not easy way to go back and forth or look at them all at once. This makes it difficult for most people to understand the implications and options in the Blueprint.</p> <p>Comments on the Mountain Accord</p> <ol style="list-style-type: none"> <li>Bicycling in the Wasatch Mountains       <ol style="list-style-type: none"> <li>Road cycling           <ol style="list-style-type: none"> <li>All of the canyons in the MA area are heavily used by road cyclists. While this is well known, the Blueprint doesn't have much to say on this. In the transportation Mountain Accord Transportation Corridor Purposes and Alternatives document preferred alternative, it is one of the Corridor Purposes, however there's no clear idea of what this means. There is no mention of road cycling in the Transportation Mode Summary document. While cycling in the canyons is mostly recreational, it occurs in the same corridors as all transportation modes. That isn't even mentioned is an unfortunate omission. Road cycling is an activity that is enjoyed by thousands of people each year, and needs to be considered when crafting any transportation solution since any solution would impact road cycling.</li> <li>A Plan for Road Cycling in the Canyons (Big and Little Cottonwood, Millcreek, Parley's) is needed.</li> <li>Road cycling needs a comprehensive cycling plan for each and all of the canyons. Big Cottonwood Mountain Council has submitted to the Mountain Accord an excellent plan for that canyon. There is also some sort of plan for Millcreek, although I'm not sure how comprehensive it is. As far as I know, there is no plan for Little Cottonwood or Parley's Canyon. Emigration Canyon currently has a draft plan as well.</li> <li>A Cycling Plan for the Mountain Accord area should have at least the following components:               <ol style="list-style-type: none"> <li>Comprehensive outlook that encompasses all 4 canyons including the roads connecting the bases of each canyon (Wasatch Blvd, etc).</li> <li>Specific plans and process for each canyon.</li> <li>Plan objectives                   <ol style="list-style-type: none"> <li>Safety</li> <li>Infrastructure                       <ol style="list-style-type: none"> <li>On Road facilities                           <ol style="list-style-type: none"> <li>Off road paved trails</li> <li>Education of cyclists and motorists</li> <li>Enforcement</li> <li>Accommodation</li> <li>Tourism, events, and economics</li> <li>Interaction between cycling and motorized transportation                               <ol style="list-style-type: none"> <li>Cars</li> <li>Trains</li> <li>Buses</li> </ol> </li> </ol> </li> <li>Other</li> </ol> </li> </ol> </li> </ol> </li> <li>Alternative bike path in Big or Little Cottonwood Canyon – This could be a great option for some cyclists. It would allow riders to be away from traffic, and have in some ways a more pleasant experience. However, it would have many difficulties.           <ol style="list-style-type: none"> <li>Safety – while the climb portion of a bike path would be safe, the descent may not. Both canyons are steep and cyclists can travel at times as fast as a car or faster. A bike path is narrow, and likely would not have enough room to dismount safely at typical rates of speed for cyclists.</li> <li>Experience – riders choose to climb in the canyons because of the beauty and the challenge. The road is a traditional route for this challenge. A bike path may work, depending on the design, but many riders may choose the road regardless.</li> <li>Maintenance and seasonal use – A bike path would run into issue of maintenance in the harsh winters of the canyons. Pavement stability would be an issue. Snow removal issues would mean that the path might not be usable during the winter and spring thus cyclists would end up using the road anyway.</li> <li>From an environmental perspective, a bike path would reduce the most moderate mountain biking, but not to the detriment of preservation of the land and bios.</li> <li>Recommendation – if a bike path is built, on road cycling needs to be preserved as well thus giving cyclists two alternatives.</li> </ol> </li> </ol> </li> <li>Parley's Canyon Trail       <ol style="list-style-type: none"> <li>As part of the Mountain Accord study area, the Parley's Canyon Trail should be built. This proposed paved trail would connect from Mountain Dell Reservoir on 80 to Parley's Summit. Salt Lake County has completed a feasibility study, <a href="http://slo.org/recreation/planning/html/Parley_Canyon.html">http://slo.org/recreation/planning/html/Parley_Canyon.html</a></li> <li>Wasatch Loop Trail – The Parley's Canyon trail is also part of the larger Wasatch Loop Trail, a proposed 240 mile figure 8 recreational loop trail through the Wasatch. The trail would extend from Provo to Ogdon on the Wasatch Front, and from Eden Valley to Heber/Midway on the Wasatch Back with the cross bars of the 8 being Weber or Ogdon Canyon in the north, Parley's Canyon in the center, and Provo Canyon in the south. Much of the Wasatch Loop Trail has been completed. For a map of the Wasatch Loop Trail, see the link to the Salt Lake County study above.</li> <li>A paved trail connecting the mouth of Parley's Canyon to Mountain Dell should be implemented as well.</li> <li>Recommendation – Both the Wasatch Loop Trail and Parley's Canyon Trail should be considered as part of the Mountain Accord planning process.</li> </ol> </li> <li>Mountain Biking in the Mountain Accord area       <ol style="list-style-type: none"> <li>Recreational Trails Plan – There is a great need for a recreational trails plan that takes into account the needs of mountain bikers and hikers both. This plan should be developed as soon as possible.</li> <li>Mountain Bike Connectivity is important in the Wasatch Mountains           <ol style="list-style-type: none"> <li>Needs of Mountain Bikers are generally different from those of road cyclists since the location and surface is different.</li> <li>The Wasatch Wilderness Bill (designations) as possible. Boundaries could be adjusted to accommodate mountain biking, but not to the detriment of preservation of the land and bios.</li> <li>There is not much detail on the proposed trails plan. While this eventually would be fully developed, the map in the blueprint is far too small to understand the implications.</li> </ol> </li> </ol> </li> <li>A soft surface trail plan for the Wasatch should include       <ol style="list-style-type: none"> <li>Funding mechanisms (similar to Park City's).</li> <li>Safety</li> <li>Maintenance.</li> <li>Some mountain bike only trails should be considered.</li> <li>Boundary adjustment of the Mt. Olympus Wilderness to accommodate mountain biking on the Bonneville Shoreline Trail. Please do this as soon as possible so that this important trail corridor can be completed.</li> <li>Funding needs to be provided via tax mechanisms or otherwise to develop a public-private partnership similar to that of Summit County and the Mountain Trails Foundation.</li> </ol> </li> <li>Transportation       <ol style="list-style-type: none"> <li>I am unclear why at least attempting to improve bus service is not on the table. Currently, bus service is barely adequate in the canyons. For example, if one wants to ski an afternoon half day at Alta or Snowbird, there is no bus that works for this. The park and ride lots are often full, hence utilizing the bus is not easy or is impossible. Many of the buses are full at the end of the day as well.</li> <li>Another short term solution that would help is to include a UTA pass with each day pass sold at the discount locations in the Salt Lake Valley. Lift pass kiosks could be set up at the park and ride lots to facilitate this too.</li> <li>I am not sure what to think about the proposed train system. It seems like a really expensive option and that the cost/benefit ratio would be really high. I am unclear why at least trying to improve bus service shouldn't be tried first. Would this actually improve conditions or just add more users to the canyon?</li> <li>Please do consider fee based use of Big and Little Cottonwood canyons similar to Millcreek Canyon.</li> <li>I don't support linking Big and Little Cottonwood Canyons.</li> <li>I don't support keeping Guardian's Pass open in the winter.</li> <li>I don't support any above ground connectors from Park City to the Cottonwood Canyons.</li> </ol> </li> <li>Economy       <ol style="list-style-type: none"> <li>The value of dispersed recreation needs to be considered in addition to the ski areas. Many companies move to Utah (Black Diamond, Petri, etc) because of the dispersed recreation and that they are in the business of providing gear for that. Developing this portion of the economy should be considered as well.</li> <li>I like the idea of reinvesting tax revenue in the Central Wasatch.</li> </ol> </li> <li>Environment       <ol style="list-style-type: none"> <li>Land Preservation           <ol style="list-style-type: none"> <li>Wilderness               <ol style="list-style-type: none"> <li>I am supportive of designating as much wilderness as possible. Please consider the recommendations of the Wasatch Wilderness Bill.</li> <li>Ski Areas and the Wasatch Mountains                   <ol style="list-style-type: none"> <li>I think that the boundaries of the ski areas are fine where they are currently. There is not a need for additional terrain.</li> <li>Most discussions around ski area expansion focus on the impact to winter backcountry recreation. However, it to my view that the impact to the biota (flora, fauna) and to summer recreation is far greater. Ski area expansion means additional lifts which require roads, which impact summer hiking, and increase stress on wildlife and flora.</li> <li>I would be okay with some of the intent of the Proposed Cottonwood Canyons Scenario, but only if Grizzly Gulch is closed to ski area expansion. I would also not be supportive of any new housing in Alton Basin in Alta. The ski area expansion on public land, so asking to remove some of their private land from development consideration is a reasonable request.</li> </ol> </li> </ol> </li> <li>Additionally, there is no mention of affordable housing for ski area employees. This is an important part of reducing car to Utah residents, and improving conditions for employees.</li> <li>I am very opposed to One Wasatch. This would impact summer uses, view sheds, flora, fauna, and would have little benefit to Utah residents.</li> <li>Connectivity between Salt Lake and Brighton is okay with me.</li> <li>Connectivity between Alta and Snowbird is okay with me as well.</li> <li>I do not support connection the Park City areas with the Cottonwood areas. This would be too much encroachment on the land. I also don't support connecting Big and Little Cottonwood Canyons.</li> </ol> </li> </ol> </li> </ol> </li></ol>	<p>5/1/2015</p>
<p>Dear Committee Members: The Wasatch Mountain Club has concerns regarding the specific details of the trail network envisioned by the Mountain Accord. While we generally support this initiative in details, emerge the devil does come out. Currently most trails in the Wasatch are listed as multi use. This usually means that hiking and biking are allowed. In reality, many trails are rocky and steep and the majority of the use on these is hiking. In the case of single tracks, the majority of use migrates to biking. We believe that where adequately designed multi use trails can serve both user groups. This means that there is good visibility for bikers and hikers to see each other there are no surprises. It also means a trail wider than a single track so there is plenty of passing room and with fewer switchbacks and longer straight courses. Multi use trails will likely need a better construction standard and more frequent maintenance. For example, if the trail from Alta to Solitude/Brighton through Twin Lakes Pass is to become a true multi use trail there are rough sections that clearly need to be improved. Since it is also a very hiking trail the above recommendations should be followed. The trail to Katherine Pass is currently listed as multi use. This trail receives heavy hiking use from both the Alta and Brighton sides. This trail should really be for pedestrian use only. There are simply too many people on it. Another concern is what opens up when a trail is improved to be more bike compatible. The Grizzly Gulch trail will make upper Silver Fork and pines west available to the increased traffic over Twin Lakes Pass. We think that the trails in Silver Fork and Days Fork should be restricted to foot travel so there would need to be an increased level of information and potentially enforcement. There are other examples where increased bike use due to trail improvement will lead to user conflicts. Now is the time to address these. We know that adding restrictions later creates more ill will and conflict than working it out early. We feel this discussion needs to be added to the trail network discussions.</p> <p>"I have heard too many (deliberately) anti-future think people die a blueprint, because: "You can't run a train up Little Cottonwood Canyon", "You can't construct a tunnel between the Cottonwood Canyons", "It will be far too expensive, BTW how much will it cost me?", "We have many other needs that should be of a higher priority", etc. I think that these kinds of comment are not helpful in developing a much needed transportation/access solution for a very significant problem situation. Therefore, I recommend three things:</p> <ol style="list-style-type: none"> <li>Ignore the ignorant idiots.</li> <li>Continue with honest public relations, focusing on educating the general public, and</li> <li>Commence IIS and more detailed design, so that we can begin to rationally assess the better options.</li> </ol>	<p>5/11/2015</p>
	<p>3/21/2015</p>

<p>"Hello, I am a Salt Lake City resident and have been a partner for 43 years in an outdoor specialty store, Wasatch Touring. We rent and sell human-powered outdoor equipment for Nordic skiing, backcountry skiing, hiking, kayaking, and hiking. Our customers come from all over the world. They comment on the pristine beauty of our Wasatch Mountains. Often Europeans mention that they come to Utah because it is not over developed with ski lifts crisscrossing every mountain. In the Wasatch, they can ski at an area day and four or skate ski the next, without leaving their car. For this and other reasons, I believe we should have controlled and limited development in the Wasatch Mountains. Now is the time to protect this precious resource for clean drinking water, dispersed recreation, wildlife and the beautiful, undeveloped vistas for future generations. Transportation We could solve the traffic congestion problems by developing a bus system that is efficient and affordable. Some buses could drop directly to the ski areas while others could stop at state canyons for dispersed recreation. A simple, efficient, and affordable bus system could solve the problem. Charging people to park up the canyon may discourage people from driving their vehicles, but I feel having an incentive might be more powerful than a penalty. I would not recommend widening the canyon roads or installing trains or tunnels. This solution is too expensive and has a detrimental environmental impact on a sensitive watershed. Recreation The Wasatch Mountains provide many ways to recreate. Our focus should be to protect the undeveloped land for dispersed recreation. We no longer live in an era where bigger is better. Today, you can have a unique skiing experience at eight different ski areas all within one hour of Salt Lake City. Connecting the ski areas may seem like a good idea for marketing Utah as a destination for downhill skiing, but it will have a major negative impact on all the other forms of recreation. Economic Wasatch Touring's vendors that have moved to Utah include Petzl, Black Diamond, Rosignol, Salomon, Marker, Voile, Allie, Sauro, Quality Bicycle Products, and Specialized Bicycle. They chose this area because their products are used in the mountains and their employees enjoy playing in the the outdoors. I support of land swaps are a better for accommodations, restaurants, and cultural options that will draw people and revenue to the business's year round. I don't want ski areas to expand with ski lifts or mountain-top construction, such as the eyegore on Hidden Peak. Adding more ski lifts won't improve the quality of the skiing experience and will increase the cost of lift tickets. By preserving and protecting the land around the ski areas, businesses can build a new clientele offering year-round, alternative forms of outdoor recreation and mountain activities. Environment The best thing we could do for the environment of the Central Wasatch would be to protect it. We have a valuable resource that provides us with our drinking water and a habitat for wildlife and algae vegetation. This fantastic natural landscape in proximity to a major metropolitan area is unique and offers an escape from the busy mechanized city life. This sanctuary of undeveloped landscape offers a connection with life in it's natural state and provides solace to all that have the opportunity to hike its trails. By concentrating future development at the base of the ski areas we can protect the surrounding environment (plants, animals, and water quality) for all of us and future generations. "Mother Nature should be respected with reverence." Edward Abbey Thank you for reading my comment.</p>	<p>3/15/2015</p>
<p>April 8, 2015 Mountain Accord is tasked with seeking an appropriate future balance among the various uses and environments within the Central Wasatch, including the backcountry. The current balance has been established by the Uinta-Wasatch-Cache Forest Plan. This plan was implemented after a thorough NEPA process which extensively studied Forest use and found the right balance and provided both permanence and flexibility over time. To plan for the future Mountain Accord must understand what is at risk before significantly modifying the current condition. The Carrying Capacity of each use area needs to be measured and optimized before any wholesale implementation of changes are made to the shared environment. Although adjacent to each other the various recreational uses are quite different and each use has its own particular values. An increase of thousands of skier visits to a ski area is likely welcomed from an economic point of view. And because it represents a small percentage increase in the overall visitation rate it would not fundamentally change the experience. The ski areas are where we cluster high density activities. The Carrying Capacity of ski areas is quite high and much of the new future use can be managed by addition of lifts and runs. However, a similar numerical increase in winter backcountry use would be disastrous to the experience and the safety of users. In these undeveloped areas even a limited increase in visitation will cause congestion and visitors will feel very crowded. The multiple use portions of the backcountry are very important to Forest health. They provide a buffer between Wilderness and ski areas and are where various user groups can share terrain. These are the only locations where the diverse recreational opportunities desired on the Forest occur. They also are sensitive and protected environments for wildlife etc. that could be easily compromised by ski area expansion. The land exchanges proposed by Mountain Accord are not all the same. Some protect the backcountry from development and some peg the backcountry at risk. Since any incremental loss of backcountry is irreplaceable each proposed land exchange should be studied individually and with care; not combined and authorized through a broad brush legislative land exchange process. The exception being those ski area proposed land exchanges that protect the backcountry. These are welcomed and can likely be legislatively mandated. However, proposed land exchanges that adversely impact the backcountry should go through the NEPA process to examine desired conditions and insure good solutions. These include those that would provide lift service to the single largest group of backcountry skiers in these areas and we do our share to enhance the backcountry experience and safety of the public. Other proposed Mountain Accord solutions such as tracks, or tunnels are better. In addition it's not just the currently popular backcountry areas that need protection. As yet to be popularized multiple use areas such as those found in American Fork will be needed in the future as an increasing population forces those seeking a less crowded, yet accessible, experience to venture outside of the Central Wasatch. Large land exchanges for these areas should not be granted without examination and study through the established Forest Plan and NEPA processes. There are other threats to the multiple use areas of the backcountry. Currently there is an abundance of Wilderness on the Forest which is vastly underutilized. No more Wilderness acreage need be added at the expense of the multiple use backcountry. Lands can be protected through other Mountain Accord proposed means which are less restrictive on current activities. Even if the size of the backcountry remains as is, predicted increases in population may destroy the character of the winter environment. Maintaining an acceptable level of quality use, based on Carrying Capacity, can only be sustained by limits on visitation. Backcountry overuse, and resultant potential conflict, needs to be addressed for aesthetic and most importantly safety reasons. In very popular areas, on particular days, Carrying Capacity has already been reached. Too many people in the same drainage can cause problems. Ski lines, desired for their power, are limited and easily exhausted. There is fuel danger that overcrowding can push users into avalanche threatened areas or of one group of users potentially endangering members of another group. After more than 40 years Powderbird still represents the single largest group of backcountry skiers in these areas and we do our share to enhance the backcountry experience and safety of the public. We provide the unique service of escorting skiers through this beautiful yet avalanche prone terrain. We are the most regulated user group on the Forest and we exercise overcrowding resolution through mobility and avoidance. We are very much in favor of maintaining every single backcountry ski run since any reduction at an available terrain to Powderbird or others will simply increase crowding in the remaining areas. The more places we have to go the easier it is for us to avoid others. Our clients, as well as other users, are all members of the public that rightfully deserve, and prefer, limited encounters with others in a relatively safe shared environment. Through an extensive permitting process, including two Environmental Impact Statements, Powderbird's use of these areas has been, and is now, restricted in both time and place. Our use has been stable since the 1980's and capped since 1999. Our use is not growing...we are not the problem.</p>	
<p>Other backcountry skiers claim their groups' use has been increasing and is expected to further increase. It is fundamentally unfair of an unregulated, growing entity to ask the members of the public who have utilized our guide service since 1973 to step aside so their group will have more room to expand. The Mountain Accord process is the ideal venue, and now is the ideal time, to begin placing conditions on backcountry access in high use areas in order to keep an enjoyable and risk manageable environment for everyone. Restrictions should be conditions similar to those already in place on trails, and campgrounds throughout the country, including, registration, performance standards compliance, code of conduct agreements and permits. A combination of these will ultimately be helpful in preserving a rich experience. Not all uses are the same. Ski areas are very popular. Wilderness is where one should expect solitude, and multiple use terrain is where you can expect a somewhat in between, but high quality, experience. For the experience to remain acceptable the backcountry cannot be decreased in size, it should not be made more easily accessible and it needs to quickly be protected from over crowding and access restriction. Mountain Accord can achieve all these goals through applying an environmentally driven preferential treatment that this limited resource deserves. Powderbird Helicopter Skiing</p>	
<p>I grew up in Salt Lake City and have spent a lot of time in and around the Wasatch canyons, and particularly Little Cottonwood. As a resident of downtown Salt Lake City, I value the Wasatch for its watershed, recreation opportunities, and open space. I believe that Mountain Accord can have a very positive impact on the Wasatch and surrounding communities. While I largely agree with the overarching goals and actions within the Blueprint, there are three areas that I am particularly concerned about: 1) Proposed connection over/through Grizzly Gulch Part of what makes Little Cottonwood Canyon, and particularly the town of Alta unique, is its relative isolation. I'm concerned that a tunnel through the top of the canyon into Park City will turn Alta into an extension of Park City. I believe this would be a detriment to the unique heritage, culture, and character of each community. Furthermore, from an environmental and watershed protection standpoint, I'm concerned that a tunnel would increase access to an area that is already highly visited. There is a benefit from both an environmental protection as well as user experience to limited access. Regarding a proposed lift over Grizzly Gulch, I am also not in favor. Lifts could be a considered a means of transportation (to the elite few who can afford lift tickets) maybe 5 months out of the year. I am concerned about the limits of this as a viable transportation alternative, but more so for its impact on the environment and watershed. For the remaining six months out of the year, we are left with an unsightly lift line that will be visible even far beyond the Grizzly Gulch area. I think we would be giving up too much in the way of open space, and the outdoor experience, by allowing a new lift in that area. 2) Mode of public transportation up LCC I support a bus rapid transit system over a train. As a Salt Lake resident I would love to have a reliable and quick public transit option up the canyon. I'm concerned, however, about the cost of a train as well as the inflexibility of a train. A train requires a significant investment in infrastructure, in time, money, and space. Studies show that bus transit systems are a fraction of the cost of a train and may be quicker to implement. I would prefer to see an investment in a bus system, with money spent on marketing the bus system to overcome past stereotypes. 3) Proposed land swap between Forest Service and Alta Lifts Co. I am in favor of a consolidation of lands, particularly if it includes more wilderness or other land protections for the Wasatch as a whole. However, I have many concerns about the swap between the Forest Service and Alta Lifts Co. entirely benefiting the lift company. I believe that if a town center is truly to be created, a portion of that land MUST be dedicated, within the swap agreement, for public purposes that benefit the community and its year-round visitors. Lands must be dedicated for public use in a covenant running with the land. In particular, if we are trying to encourage use of public transportation up and down canyon, then there needs to be some sort of PUBLIC infrastructure to support that. I'm concerned about visitors and residents being offered access to the Alta area if the new infrastructure is designed to attract high spending out of state dollars. It is the Town of Alta, where Alta Lifts Co. is just one of other businesses, not the other way around. And finally, keep Alta unique by not trying to compare ourselves to the Alps. We are a unique experience in and of itself. Thank you for all your time and effort with Mountain Accord. "</p>	<p>5/1/2015</p>
<p>I support the Mountain Accord study and planning process. There is some controversy over whether Summit County would want a train to end in Park City after coming up Little and Big Cottonwood Canyons. If a train is determined to be the best alternative and Summit County is not interested in being the end of the line, then they should have the ability to opt out of that particular plan. Keeping status quo on giving us access to the central Wasatch is not an alternative with a projected doubling of the population. I support over the snow possibilities and new transportation alternatives to improve public access into the Central Wasatch. I believe the summer access and dispersed recreation need is possibly more important than the winter skiing access. One of Utah's strong economic development brands is an active lifestyle in close proximity with ease of accessibility to mountain recreation venues. Mountain Biking, Hiking, Skiing, technical mountaineering are all major draws for the workforce of our future. Companies locating and expanding here are trying to attract the best and brightest of the Millennial Generation. The Millennial are very mobile and seek high intensity in an active lifestyle. The Wasatch Front and Back will continue to attract major employers like Adobe and Goldman Sachs because of the lifestyle they offer by living here. Easy access into the mountains is critical to allow this workforce to hike, ski, or bike before or after work and be able to enjoy a balanced work and recreational life. There is a balance that can occur with the stakeholders involved with Mountain Accord. Keep the process working and find that balance between the environment, water resource, recreation and protecting Utah's unique asset of having a mountain playground so close to a major U.S. city. "</p>	
<p>I am in full support of the Mountain Accord and look forward to more connectivity between the ski resorts. The train through Alta will be a great improvement to the transportation problems and provided a much needed addition egress to a close out canyon. Great work. "</p>	<p>5/1/2015</p>
<p>"It is truly a wonderful and amazing experience to play a small part in this process. I think it represents the best of all of us to be willing to come together to seek solutions for the best future for the Wasatch. Thank you to everyone for their time, energy, and emotion around all the issues. This is a one-time opportunity for us to reach an agreement and it would be a tragedy for us to let it pass by. Following are my thoughts about what I would like as the final result from the Mountain Accord process. First, it might be helpful to summarize some of the most important generally agreed upon principles that have resulted from the Mountain Accord process. 1) Everyone will experience shared pain and shared gain. An agreement too lopsided in any direction will not work. 2) Future urban development will occur almost exclusively in the surrounding cities and not in the Wasatch canyons. This includes all areas in the Wasatch and not just in the area immediately covered by the Mountain Accord. 3) Protecting our watershed is of primary importance. 4) The wilderness and environment of the Wasatch must be protected. 5) Most participants want the Mountain Accord process to end future land and water use conflicts. It will be a serious shortfall of the process if we kick any major cans down the road. 6) The Wasatch is important to the economic growth of our region for our future. It also might be helpful to note the major wishes for the ski resorts and the dispersed recreation users. 1) I believe the ski resorts have consistently said having an efficient, safe, reliable mass transit system is very important to them. 2) The ski resorts would like to grow their businesses. 3) The dispersed recreation users want the existing ski resort boundaries maintained. There must be an agreement for no future requests for ski resort expansion. 4) The dispersed recreation users want all areas not in the ski resort boundaries protected by Wilderness, Special Management Areas, and/or National Monuments. These designations give us the best protections for our watershed the environment and rule out most future conflicts. Following are my comments on the negotiations with each of the ski resorts and on specific topics. SOUTHWEST SKI RESORT: Southwest is asking for an extension of the Honeycomb ski lift down to the intersection of Honeycomb Canyon and Silver Fork Canyon, some base consolidation, water for snowmaking and mass transit. In exchange they are willing to trade land at the top of Big Cottonwood Canyon, and I presume no more ski resort expansion ever in any direction and support of complete and final protection of public land in the Wasatch. This trade is probably acceptable. It includes a relatively equal amount of pain and gain for both sides. The details of the base consolidation needs to be defined and agreed on for any final agreement. The exact ski lift extension needs to be defined and agreed on for any final agreement. BRIGHTON SKI RESORT: Brighton is asking ski area expansion and a lift in Hidden Canyon, water for snowmaking, and mass transit. Dispersed recreation users are asking for no further ski resort expansion ever in any direction and support of complete and final protection of public land in the Wasatch. The details of the base consolidation needs to be defined and agreed on for any final agreement. The exact ski area expansion and ski lift needs to be defined and agreed on for any final agreement. This proposal seems lopsided in favor of Brighton Ski Resort. Where is their pain? PARK CITY SKI RESORTS: seem to be most interested in an effective mass transit system. It is important they agree to land and water protection in the form of Wilderness, or National Monuments and no development on the SE side of the Wasatch crest. ALTA SKI RESORT: Alta is asking for mass transit, land for a transportation hub near their base, water for snowmaking, and a lift up Grizzly Gulch. Alta seems unwilling to share any of the pain and is too lopsided in favor of Alta to allow for any final agreement. Alta would have to agree to transfer to public ownership all land on the north side of the Little Cottonwood Canyon road, and the area immediately adjacent to it. SNOWBIRD SKI RESORT: Snowbird is asking for mass transit, land at its base for development, water for snow making, and ski resort expansion down Mineral Basin and into Mary Ellen Gulch. Snowbird is willing to trade all their land on the north side of Little Cottonwood road, and a piece in White Pine. What is being proposed is much too lopsided in favor of Snowbird. Snowbird is asking for an enormous amount of ski area expansion and development in Alpine Canyon and cannot be supported by the dispersed recreation users and environmental organizations. It would be fair for Snowbird to receive mass transit, land at their base, and water for snow making in exchange would have to agree to transfer to public ownership all land on the north side of the Little Cottonwood Canyon road and White Pine, no ski resort expansion ever in any direction, and support of complete and final protection of public land in the Wasatch. SKI RESORT EXPANSION: For over 20 years the US Forest Service and Salt Lake County master plans have explicitly stated there would be no future expansion of ski resort boundaries. Numerous times over many years ski areas have asked for expansion of their boundaries and the Forest Service has always turned them down. Both have stated the existing balance between developed and dispersed recreation land use was fair and balanced and should not be changed. While small changes in ski area boundaries might be acceptable it is very important the Mountain Accord final agreement support those values. Attached you will find the Salt Lake Chamber's official comment on the Mountain Accord Blueprint. Lane and I want to commend and thank each of you for your work in making this process a success. We also extend our sincere appreciation for Laynee, the project team and the management committee along with the hundreds of participants that have taken part in the progress thus far. Together your work to ensure that the Central Wasatch remain an asset for generations to come is extraordinary. This process has provided a needed forum for long term decisions and is an example of what make's Utah great: our ability to collaborate and compromise for the greater good.</p>	<p>4/30/2015</p>

<p>The Mountain Accord initiative is an ambitious and complicated process. I appreciate the efforts of the Mountain Accord staff and members. I volunteered countless hours as an Environmental System member.</p> <p>My observations are that the proposed Blueprint is heavily tilted towards development over preservation. This is not to discount the suggested land protections and conservation proposals.</p> <p>Public opinion over the years consistently supports more conservation and less development in the Central Wasatch. This sentiment is not present in the current proposal. Private industry/landowners that choose to do business in the watershed are beholden to the strict rules that come with operating in such a venue. General public support (not just recreationists) is needed for increasing commerce and development in the canyons – and this is not demonstrable in any form of general public polling.</p> <p>On the whole, commercial industry wants and gets:  - Resort expansion  - Base development  - Water for development  - Water for snowmaking  - Subsidized mass transit  - Interconnected resorts</p> <p>The conservation community gets protections of some important tracts of lands, but at an imbalance cost to the community at large (see list above).</p> <p>The outcome of the current Blueprint, if it comes to fruition, is excessive crowding and impact to the canyons.</p> <p>I would suggest the following recommendations to balance the Blueprint.</p> <ol style="list-style-type: none"> <li>1. Retain all suggested open land protections, including Grizzly Gulch-Catherines Pass.</li> <li>2. No resort expansion beyond current boundaries and NO interconnect of any type (Tunnels and aerial lifts included).</li> </ol> <p>In exchange for these protections, the resorts get water for snowmaking and modest base development (to be determined, but with strict controls and no more parking lots). In addition, mass transit needs a visionary improvement.</p> <p>Mass transit should be improved with the goal of decreasing private automobile use. The resorts and their patrons are the main beneficiaries of such a system. Attempting to re-think the bus system is an appropriate next step towards upgrading mass transit. Using snowsheds and utilizing efficient and dynamic capacity models would be a logical next step. Convenience and more cost-effective than driving a car is necessary for long term success of the system.</p> <p>In conclusion, the revised blueprint must shift towards more protections of the Central Wasatch if the public concedes water rights, base development, and the impacts of an improved mass transit system.</p> <p>-</p>	<p>4/30/2015</p>
<p>Introduction</p> <p>The concepts within the Mountain Accord are sufficiently vague causing an overall concern that any support for the concepts is premature. Understanding the complexity of planning that will be necessary for implementing the varied aspects considered by Mountain Accord, the very premise of the Mountain Accord is concerning as well. Taking a broad swath of land and jurisdictions and allowing a select group (partially made up of for profit companies whose bottom line will be benefitted by the outcome) to come to consensus on how these areas should be planned, circumvents the public process. It applies undue pressure and influence to any project by project analysis and public hearing that subsequently occur.</p> <p>Most visioning processes, though useful in understanding broad concerns and needs, often fail to implement with integrity the environmental or community benefits envisioned by these processes. Too many visioning efforts result in the economic development and transportation elements getting funded and moving forward while meaningful preservation is sidelined, partially accomplished, left to chance or worse development occurs instead.</p> <p>Land preservation and Watershed protection needs to be the highest priority for all those at the table. It is fundamental to long term economic vitality and should not be undermined by short term economic concerns as the recreational opportunity, clean water and environmental health once compromised cannot be replaced. Transportation solutions should not be driving the process. It is disheartening to see the scoping document appear on the register indicating that Transportation solutions will drive the process and further questions the viability and stability of the process.</p> <p>Land Swaps – Having protected land from development for the past 25 years, anytime there is discussion regarding taking protected land and making it developable there are concerns. The bar needs to be sufficiently high, so that this idea does not become routine. This land swap has the potential to set a dangerous precedent. Consideration should be given not just to the amount of acres proposed but also the relative development potential, the planning and zoning currently existing and the eventual development considerations given to the property. Additionally a concept which has been part of other federal regulatory process is that it shouldn't be a one to one match but rather a ratio where there is a several fold increase of protected land.</p> <p>Additional protections for already protected land – Additional layers of protection for already protected land is fundamentally a good thing. Utah Open Lands has long held that conservation easements are critical as a layer of defense and protection when land is purchased or zoned as open space. With this said no one would pay a full market value for a piece of land that had already had the development rights stripped away. Whatever the additional layer of protection turns out to be whether it be Wilderness designation or something similar the trade off should be commensurate with the recognition that it is protected already and therefore trade offs should not be considered as if the land protected was somehow in danger of being developed.</p> <p>Economic Centers or Transit Oriented Development – this concept in theory is dynamic and should aid in reducing air pollution, traffic congestion and create walkable communities. In practice there are several concerns. Blindly supporting this concept without proper regard for the consequence of how these areas actually get rezoned and the potential lawsuits that it might open up is foolhardy. The concept of economic centers is troubling as most of these communities lack requisite and appropriate ordinances to ensure that these centers, which will necessarily benefit the landowners within these centers, will actually provide a benefit to the community reversing decades of positive planning in which clustered development or mixed uses were supported but also the relative development potential, the planning and zoning currently existing and the eventual development considerations given to the property. Additionally a concept which has been part of other federal regulatory process is that it shouldn't be a one to one match but rather a ratio where there is a several fold increase of protected land.</p> <p>Train or transportation solution – A recent New York Times article explored the train versus bus transportation solution in many cities. The conclusion, buses are not as sexy but they are more efficient, are not fixed and therefore can actually accommodate a ridership that gets people where they need to go and are more cost effective. We are not Europe we are a car centered community which suggests that buses accommodate the need better. A train that aims to solve a transportation problem that exists perhaps 20 days out of any given year in the cottonwood canyons, doesn't make sense. A train in the canyons will not pay for itself in ridership and therefore will potentially increase undesirable development as a means to finance shortfalls. Current fares are too costly to truly capture the family of four wanting to recreate in the mountains. \$5 per trip – \$40 for the day will not be cost effective for any family. Additionally, as climate change alters current recreational pursuits in ways we may not be able to envision a bus line will be far more adaptive to those changes than a fixed solution.</p> <p>-</p>	<p>5/1/2015</p>
<p>*May 1, 2015  Subject: Comments on Mountain Accord  Dear Mt Accord Executive Committee:</p> <p>I appreciate the opportunity to participate in the Mountain Accord program and provide my input and comments for your consideration. I live in Sandy, Utah and very regularly recreate in Big and Little Cottonwood Canyons. I am a skier, mountain biker, hiker, and runner. I moved to Utah 24 years ago. I had been coming to ski here at least annually for 10 years prior. A major part of my decision to move to Utah was the Central Wasatch and the Cottonwood Canyons. I truly love the beauty of the area, and the wilderness and near wilderness experiences that are possible only 20 minutes from my home in the Valley. I am a hydrologist, and my career here as a consulting hydrologist has been primarily planning and protecting our existing water supplies, development of new clean water supplies, and attempting to clean up polluted water supplies, such as Hill ARB and Geneva and Steel, which unfortunately is not possible with the current technologies and funding our society allocates towards those problems. I understand the importance of the quantity of pristine mountain water that we in the Valley utilize from Big and Little Cottonwood Canyons for drinking water.</p> <p>I am most familiar with the planning issues and challenges in Little Cottonwood Canyon (LCC), and to a lesser extent in Big Cottonwood Canyon. Therefore my comments are focused on LCC more, but my overarching comments can be extended to my opinions on the entire Central Wasatch.</p> <p>Land Swap – Cottonwoods Canyon Task Force (CCTF)</p> <ol style="list-style-type: none"> <li>1. The most troubling part of Mt Accord to me is the CCTF. We went through the month's long "public" Mt Accord process, and ended up with a closed door, secret process with CCTF. I was disappointed to attend the Mt Accord public meetings where Mayor Becker spoke for 10 minutes without being able to share much insight on the deals that were being hatched – because they were closed. It leaked out that Alta Ski Area was demanding a train and tunnel as part of the proposed swap. I understand Alta later changed its position, however, that news undermines the premise of the Mt Accord process and public input on transportation solutions. I am still skeptical that Mt Accord decisions won't be twisted to match whatever the ski areas want from the land swap.</li> <li>2. That said, I am supportive of the land swap to allow the US Forest Service to own and manage the currently undeveloped upper mountain lands and put the development or partially developed lands at the base of the ski base areas into ski area management. I premise my support on the understanding the ski areas would acquire lands of equal or lesser value than they are giving up. My support is also conditioned on following: <ol style="list-style-type: none"> <li>3. The land exchanges be equal.</li> <li>4. The ski areas should give up all of their upper mountain undeveloped holdings. This should not be a piece meal process where they offer up some and not all. Specifically Alta Ski Resort should give up all its miscellaneous holdings in the Albion Basin. I support Alta Ski Area being able to trade for land in the base area that they currently have buildings on.</li> <li>5. If the ski areas land appraisal value would result in the ski areas receiving excessively large tracts of land at the base areas, then the excess land should be purchased from the resorts. I think more than 50 acres beyond the land the ski areas currently have buildings on would be excessive. I am supportive of allowing the ski areas to purchase additional acreage if the valuation is out of balance the other way.</li> <li>6. The private inholdings in upper mountain lands should also be brought into public ownership. It is not beneficial to have the ski area land swap and leave behind all the properties that have brought conflict to Central Wasatch for so many years.</li> </ol> </li> <li>7. As part of the swap I support the Town of Alta acquiring land through this process in the base area for public purposes such as transit, trailheads, watershed protection, and community space be devoted to public bodies responsible for those purposes.</li> </ol> <p>One Wasatch</p> <p>I believe the largest economic benefit to the Central Wasatch would be a limited, environmentally responsible implementation of One Wasatch. Limited lifts, only where they are required to link the resorts. For the ski community this would result in worldwide draw and appeal – hence a great boost to the economy. It would not provide any transportation solution. The lifts would only be operated during the ski season, they would not be in operation for summer use. It is very disappointing to me that One Wasatch has been eliminated from consideration during CCTF negotiation of the land swap. My understanding is the backcountry advocates and environmental groups have demanded One Wasatch be dropped, and because of this stance have accepted the mass transit tunnel connection between the canyons and Park City. I believe a limited One Wasatch is significantly more environmentally friendly and a bigger boost to the economy.</p> <p>Environment</p> <ol style="list-style-type: none"> <li>1. My primary concern with environment is that it was found early in the Mt Accord process there is not enough scientific data to adequately understand the environmental impacts of actions being considered by the systems groups.</li> <li>2. The key question is what is the carrying capacity of the canyons? How many humans and activities can it sustain? Will it be limited or need to be managed in the future? If you don't define this, then how can Mt Accord master plan transportation solutions. I believe the numbers will need to be managed in the future.</li> <li>3. The natural environment is the economic engine for the businesses and governments in the Central Wasatch. Without the natural environment the ski areas, hotels, etc., wouldn't exist. It is the highest priority of Mt Accord to protect, preserve, and hopefully enhance the natural environment. Once it is degraded, it would be costly and almost impossible to restore.</li> <li>4. Watershed protection is critical! I support saving the canyons from development in lieu of degrading water quality. Yes you can treat the water down canyons, but at what increased cost to the taxpayers. Watershed protection is a proactive tool in minimizing water treatment costs for the growing population.</li> <li>5. With the growing population it is important to truly set aside certain portions of the Central Wasatch from development.</li> <li>6. I strongly support Mt Accord implementing the following next steps: protection of key wildlife corridors, mine tailings and environmental restoration programs, and development of a management plan for environmental resources.</li> </ol> <p>7. Federal Designations. I support designation of additional Wilderness in the Central Wasatch. I support Federal Designations that add a layer of protection that preserves habitat connectivity and conservation of ecosystem services (benefits to humans from the environment) on USFS lands in the Central Wasatch that are not currently managed as Wilderness.</p> <p>Recreation</p> <ol style="list-style-type: none"> <li>1. I strongly support saving LCC and BCC unique "closed canyon", "end of canyon", "top of the canyon" recreational experience. The experience cannot be replicated but could be destroyed. It is why I moved here.</li> <li>2. Support enhancements and additions to a Central Wasatch regional trail network that accommodates and reduces different user group conflicts.</li> <li>3. I support securing new designation on USFS lands to protect areas from development while allowing current recreational uses.</li> <li>4. I support conservation of wildlife habitat that also enhances the outdoor experience.</li> <li>5. I support preserving a variety of recreational uses.</li> <li>6. I support preserving key backcountry terrain. With the exception of a limited One Wasatch.</li> <li>7. I support improving transit service to recreation areas, as long as it also serves dispersed backcountry users.</li> <li>8. I support studying user fee options to increase transit options and generate funds for environmental and recreation stewardship efforts.</li> <li>9. I support of directing recreationists to identified high use nodes with infrastructure that can accommodate those recreationists.</li> </ol> <p>Economy</p> <ol style="list-style-type: none"> <li>1. I support Mt Accord key action to "Encourage development patterns that preserve community character and quality of life" because watershed, wildlife and open spaces are the foundations of the area's economy. I support focusing development outside of the mountain areas, in urban areas. I support development within the existing surplus water contract between the Town of Alta and Salt Lake City.</li> <li>2. Alta's unique location at the top of Little Cottonwood Canyon provides an economic advantage to local businesses and also provides economic benefit to the greater Salt Lake Valley. I do not support the changes that an interconnect transit system would have on the unique character and appeal of Alta. These concerns include losing the "end of canyon" charm by becoming a throughway. For me and many visitors Alta is a destination that should be preserved for future generations to be able to experience.</li> <li>3. I support minimal development in the mountains that is focused around thoughtfully designed transit stops at existing development nodes in the canyons (at the ski resorts).</li> <li>4. I support enhanced avalanche mitigation techniques on LCC and BCC for safety and to increase the economic viability of the businesses.</li> <li>5. I support environmentally friendly transportation solutions to enhance economic viability.</li> <li>6. I do not support extraordinarily expensive, taxpayer-funded solutions to problems mainly benefiting private industry businesses.</li> <li>7. I support a limited One Wasatch.</li> </ol> <p>Transportation</p> <ol style="list-style-type: none"> <li>1. Transportation solutions should include watershed and environmental protection as the highest priority.</li> <li>2. I am opposed to a transit system link between the LCC, BCC and Park City. It will degrade the environment of the canyons.</li> <li>3. I am totally supportive of improved, enhanced transit systems in LCC, BCC, and to Park City. Obviously they should be safe, reliable, cost effective, and environmentally friendly.</li> <li>4. After a recent trip to Europe this winter (first time in my adult life) I am very disappointed in the Transportation Group consultants not bringing forth any creative, innovative ideas. There are many. They missed the boat! This is America, we can do anything. We can be better than Europe and they are kicking our ass in transportation innovation in my opinion. I went many places on many different public transit systems and I enjoyed them all.</li> <li>5. I support enhanced transit combined with incentives to reduce vehicles and traffic on the canyon roads. The preferred solutions should be phasing with convenient parking near the base of canyon that provides stopping points for dispersed recreation. I support studying a vehicle and/or user fee for transportation in BCC and LCC.</li> <li>6. The environmental "carrying capacity" of the Wasatch is needed to define the carrying capacity of the transportation solutions.</li> <li>7. For LCC and BCC I believe Bus Rapid Transit (BRT) is the best option presented to us. It uses existing right of way (no new corridor), it is phasable and variable by season, it serves dispersed users, and it is way more cost effective than a train.</li> <li>8. That said, I am not opposed to a train if it is required to be in the same corridor as the road. I do not support a new transit corridor, most especially if stream crossings are required.</li> <li>9. I support avalanche control mitigation along the LCC road corridor to enhance public safety. If we had snow sheds and avalanche tunnels now, I suspect 95% of the public inconvenience and ski area winning would be gone already. Make it happen.</li> <li>10. I support improvements for the safety of road cyclists everywhere.</li> </ol> <p>-</p> <p>I believe that what is valuable and unique about the central Wasatch Cottonwood Canyons is that they contain ski areas in an essentially wilderness environment. There is a carrying capacity to the Cottonwood Canyons, mostly in terms of automobile travel traffic and areas given over to parking. I think the proposals that would increase development beyond current ski area base facilities should be avoided to preserve watershed protection and the long term value of the Cottonwood Canyons. Resort development can be accommodated in the Park City area as our ski Utah marketing efforts and preservation and conservation of the Cottonwood Canyons should be the overarching priorities for them. Transportation improvements should aim to reduce auto use by a program of incentives for public transit and disincentives for auto use in the Cottonwood Canyons and not a development inducing infrastructure. A dedicated lane shuttle system would serve our needs better than a billion dollar train system that would encourage additional development in the Cottonwoods. Thank you for undertaking this critical planning effort.</p>	<p>5/1/2015</p> <p>4/29/2015</p>

<p>Mountain Accord Planners 375 West 200 South, Suite 275 Salt Lake City, UT 84101</p> <p>The Wasatch Mountains are a critical resource for Utahns and visitors from all parts of the world. Protecting the Wasatch Mountains' environment should drive the Mountain Accord Blueprint, and be a pre-condition to any development strategies seriously considered.</p> <p>Public transport up the canyon must be frequent, comparable in travel time to driving and affordable, or people will continue to drive. A railway would be visually intrusive, noisy and diminish the wilderness character of the canyon. Construction and operation would likely have damaging impacts to water quality and wildlife. Instead, a dedicated bus lane should be considered, constructed by widening the road to three lanes where practical, with an alternate flow lane to accommodate bus traffic during morning and afternoon peak times in the winter. Avalanche protection might be added in Little Cottonwood to improve reliability of access, if built with a visually acceptable design.</p> <p>Tunnels among Little Cottonwood, Big Cottonwood, and Park City would mainly support ski resort marketing and would do little to address regular transit needs for residents. Tunnels may pose significant environmental concerns during and after construction such as water pollution, air pollution, noise, and permanent visual disturbances in our scenic canyons. Tunnels would incur significant construction and maintenance costs, and would disproportionately benefit out-of-state ski-area customers rather than Utahns.</p> <p>Land exchanges that preserve pristine backcountry in the Wasatch while allowing limited additional development in already impacted areas are potentially a good idea. These exchanges also offer the potential for reducing conflicts over wilderness designation and other protections on public lands. Permanent protection for public lands, such as those proposed in the Wasatch Wilderness and Protection Act in 2010, is important for watershed, wildlife and back country solitude.</p> <p>One of the most important outcomes from the Mountain Accord process would be to create permanent, limited boundaries beyond which ski resorts will not be able to expand. Have potential impacts from the following factors been fully evaluated?</p> <p>*The Utah State Climatologist projects declining snow packs with spring snow disappearing by 2100. How will Climate Change impact demand for skiing? *Today's youth spend half as much time outdoors as their parents. How will this affect future ski area attendance?</p> <p>Doing the least harm to our unique environment is the prudent course for Mountain Accord in the face of uncertainties over what the actual demand will be for ski resort access in the future.</p>	<p>4/28/2015</p>
<p>Thank you for the opportunity to offer comment on the Mountain Accord Draft Blueprint. It is commendable to have gotten to this point considering the complexities of the issues, the heartfelt concern for the Central Wasatch, the environmental concerns, and the economic considerations at stake. I hope that my comments will be of some use. From 2002 to 2006, I served as the Salt Lake District Ranger and following that I was the National Winter Sports Manager for the Forest Service until retiring in 2013. Prior to that, I worked for nearly 20 years on ski area and community development projects in Colorado. I view the entire Mountain Accord process, including the draft Blueprint as remarkable and something I did not see in over 30 years with the agency. While my section-by-section comments below do include some areas of personal support, I felt that focusing more on areas of concern might be of more utility in crafting the final Blueprint and as information to carry forward into Phase 2.</p> <p>A. Environment</p> <p>A large part of - and potentially the entire - Land Protection program appears to depend on a tenuous real estate transaction whereby ski areas would exchange 2,150 acres of land they own for 258 acres of land currently owned by the Federal government around the base of the various ski areas. While it is a reasonable goal for the Forest Service to exchange out of lands that have essentially lost their natural character and that are difficult for manage as wildlands, agency requirements for land exchanges are incredibly complex and time-consuming efforts and frequently are never consummated. This will especially be the case given the status of Federal lands in the Cottonwood Canyons and applicable Federal laws and regulations and should be somehow recognized in the final Blueprint in order to manage stakeholder expectations.</p> <p>Forest Service regulations requires following the strict requirements of the Uniform Appraisal Standards for Federal Land Acquisition, U.S. Department of Justice and the Appraisal Institute, and that land exchanges be conducted on an equal value basis (36 CFR 254.3(c)). Even legislatively mandated typically carry these requirements. Location and existing local land use ordinances are extremely important in appraising a parcel's fair market value. Many of the ski areas' holdings are in steep, relatively isolated locations making them difficult, perhaps even impossible, to develop. As such, they would have a relatively low value compared to many Federal land parcels at base areas.</p> <p>Many of the private lands in the Cottonwood Canyons - including those owned by ski areas - have multiple owners. Frequently, parties who assert they own a particular property actually only own a portion of the surface estate and the rest of the title is held by various other owners. In many cases, the mineral rights are owned by an entirely separate group of owners. Forest Service policy strongly discourages acquiring partial ownership of lands that are encumbered in this way, but even if it does it would seriously diminish the appraised value of the property offered. Also, these properties could be encumbered by reserved and outstanding access rights that other property owners nearby have. Acquiring less than the "full bundle" of property rights could create future management headaches for the Forest Service and should not be considered as a part of any exchange.</p> <p>Imposing National Forest "manageability" by acquiring contiguous parcels to provide for a more or less homogeneous ownership pattern is also an important consideration in determining whether the agency would initiate a land exchange process. It is not clear that this would be the case with the exchanges outlined in the Blueprint and it appears that in some cases the agency might acquire more management problems than benefits and in some cases further complicate ownership patterns.</p> <p>B. Recreation</p> <p>The new Wilderness portions of Cottonwood Canyons would clearly benefit from designation as a National Recreation Area. This designation would help to ensure consistent management and that the area gets the attention it deserves. However, this and other designations typically do not ensure increased Federal funding for administration and maintenance, and the increased visitation that would result could present additional challenges. Most of the other potential designations, such as Wilderness, National Conservation Area, and National Monument do not seem suitable options, especially on the scale of the entire Central Wasatch.</p> <p>Simply "exploring" user fee options doesn't address the historic shortfall in funding for operation and maintenance. In addition, user fees are a contentious issue nationally for Federal land management agencies and in the end may not viable.</p> <p>Constructing new trail segments for a better connected regional system is a worthwhile goal. However, maintenance of existing trails is already lagging far behind the needs, and in places these deteriorated segments are adversely affecting the environment, including the watershed. Without a guaranteed funding mechanism for maintenance, this situation could easily worsen by increasing trail mileage.</p> <p>The draft Blueprint seems to assume that user-created impacts can be addressed simply by improvements to mass transit and by focusing new recreation development at currently developed sites - primarily ski areas. Though worthwhile, these steps are unlikely to mitigate the looming growth and impacts. Some ski areas already offer summer programs, but often it is not the type of recreation activities that users are seeking. While efficient and inherently subjective, any long term effort to address user-created impacts will fall short without assessing the carrying capacity of the limited land base in the Cottonwood Canyons to support ever growing recreation demands.</p> <p>It is unfortunate that the Mountain Accord process did not examine other types of recreation uses and facilities in the Cottonwood Canyons. Specifically, motorized trail use, developed campgrounds, and picnicking and other developed day use is not addressed. These uses and facilities also have environmental impacts, the demand for more of this type of recreation is increasing, and they sometimes interact with uses that are addressed in Blueprint. The Mountain Accord process could have been a forum to discuss whether there should be more of these types of facilities, whether some should be closed and rehabilitated, and whether motorized recreation should even be allowed in the Cottonwood Canyons.</p> <p>C. Economy</p> <p>The measures identified to preserve community character and quality of life, such as some of the mass transit improvements, thoughtful design of infrastructure, and developing funding sources for environmental protection are commendable. In large part, the foundation of Mountain Accord seems based on the need to respond to a rapidly growing population and recreation demands in the Central Wasatch and protect its environmental qualities. It should be recognized that additional recreation developments and taking steps "to ensure that Ensure Utah's tourism market is competitive now and into the future" will likely add more fuel to fire and to some degree at cross purposes with the stated need for Mountain Accord.</p> <p>D. Transportation</p> <p>Passport Transit Incentives, year-round bus service in the Cottonwood Canyons, improved transit service on existing roadways in the Salt Lake Valley and between the Salt Lake Valley and Summit County, and in Big and Little Cottonwood Canyons.</p> <p>I do not support a transit connection in the Little Cottonwood/Park City corridor. Other than for improved marketing, none of the Mountain Accord documentation provides any justification for this, whether the connections would be by highway, rail, tunnel, car, bus, gondola, or chairlift.</p> <p>Especially in the Little Cottonwood Canyon, the most critical and well-documented need for a road system that is reliable and safe from avalanches and that doesn't rely on military artillery. While effective, artillery avalanche control still requires shutting down the highway for extended periods, but in addition it is a program that is entirely dependent on the U.S. Army for its continuation. Measures such as bridges and well-designed snow sheds could do much to mitigate the avalanche hazard to cars and buses. These measures would be costly, but do not begin to compare to the cost for other measures described in the Blueprint, such as tunnels. Yes, improving the reliability and safety of State Highway 210 is scarcely mentioned in Mountain Accord documents.</p> <p>E. Proposed Next Steps</p> <p>Completing Blueprint will represent a remarkable accomplishment, given the number and disparate interests of the stakeholders and it will provide excellent information to carry into the NEPA process (Phase 2). However, because it packages so many different, often unrelated, sometimes tenuous components, and with multiple parties responsible for implementation, the Blueprint will present an immense challenge to process under NEPA. In addition, some aspects of the Mountain Accord process may actually prove problematic for when an EIS is prepared:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The large expenditure of time and money to prepare the Blueprint and reach a consensus agreement may raise questions about whether an EIS process can be objectively conducted. In addition, it is unclear whether the agreement will stand if some components of it cannot be implemented because of environmental considerations, cost, or a disagreement among one or more of the responsible parties.</li> <li><input type="checkbox"/> Before an agency agrees to initiate an environmental review under NEPA, it should be convinced there is in fact a public "purpose and need" for a project(s). For many of the potential actions, the draft Blueprint doesn't do this and the Forest Service has long avoided using maintaining/improving a State's, region or permit holder's competitive position as sufficient evidence of purpose and need.</li> <li><input type="checkbox"/> At various points along the way and likely in an understandable attempt to bolster participation, the Mountain Accord process stressed the importance of the Blueprint and tending to portray Phase 2 as something of a formality. For example, the Blueprint noted that the "broad range of alternatives would be finalized and then the EIS process initiated. Yet NEPA regulations describe the Alternatives section as "the heart of an EIS" (40 CFR 9150.11) and that this should come after the scoping that's completed as part of the NEPA process. While extremely useful, it wouldn't be appropriate to shortcut NEPA scoping or constrain the range of NEPA alternatives simply because of what's been accomplished through Mountain Accord.</li> </ul> <p>Thanks again for the opportunity to participate.</p> <p>I support the One Wasatch concept.</p>	<p>5/1/2015</p>

Proposed Blueprint Open Ended Survey Comments Feb. 4 - May 1, 2015			
Question	Comment	City	Date
Please provide any additional feedback on how the proposed blueprint could better meet the purpose of Mountain Accord.			
	Carving a rail track up Little Cottonwood Canyon in no way represents responsible stewardship of the natural resources. While it is clear that a solution is needed to provide better access to LCC, this is not the solution. A highly dedicated bus system would move the parking down into areas better able to handle it. I'm not talking about the existing Salt Lake transit bus, but something similar to what Breckenridge has done for their valley level parking. Secondly, connecting all of the Cottonwood Canyon resorts together should not be a priority. Instead of trying to copy a European concept of connectivity, maintain the uniquely American one that is already in place.	Albuquerque	03/04/2015
	I think the train could be a good idea in the night areas. I don't like connections from little cottonwood to Brighton to Park City. This is environmentally too intrusive unless they were tunnels (even an aerial approach would be better.) Grizzly Gulch is a wonderful place to hike and a train would ruin what makes it beautiful. I also think that trail system enhancement may be too intrusive. These are mountains and we don't want them to feel like parks with bulldozer tracks and retaining walls. With that much human activity, much native wildlife, elk, bears, other predators, will leave and we will feel much like we do in the city. Lets build the trains in certain parts keeping disturbance to a minimum but leave everything else the way it is. If people want to hike, let them hike on the trails we have. Maybe even start a permit system for certain trails	Alpine	02/08/2015
	The canyons and mountains should be protected in their natural state. Development and growth should be stopped. Future generations should be able to enjoy the mountains in an undeveloped and unexploited way.	Alpine, Ut	04/30/2015
	A rail system serving Alta/Snowbird from the mouth of the Little Cottonwood canyon worked well during the mining years ---Do it again but modeled after the European structures! Absent installing a rail system, consideration should be given toward providing cost savings incentives for skiers who arrive later and leave earlier than the full day, thus avoiding the "rush hours."	ALTA	02/09/2015
	A train up Little Cottonwood Canyon is a bad idea both financially and environmentally. A much better option would be a dedicated rapid bus lane.	Alta	03/04/2015
	comments below	Alta	03/10/2015
	Honestly, I think this entire proposal gives us a chance to catch up with the rest of America. We are asking the many (the taxpayers) to transfer huge sums of money to the few (ski resort owners). By funding a huge, expensive, invasive train system we will enable those few owners to make loads more money. By approving the land swaps in alta, we can get rid of all those pesky small business owners (all the lodges and shuttle companies) and create lots more entry level seasonal jobs in alta. Maybe we can even move to a system that is forced to use foreign work exchange employees like most of the rest of the big ski areas in the U.S. For some reason, it's hard to find local workers that can earn minimum wage for a 3 or 4 month full commitment, then are cut loose. With all the newly developable land transferred to alta ski lifts, maybe we can move towards the kind of "vibrant community" we find at deer cove in deer valley. Or maybe even attract a big money buyer, like the well known and always respected by the locals or their empathy and generosity and land stewardship, like maybe valley resorts, inc. I respect any businesses right to do as they wish within the law, but I resent the fact that we as taxpayers need to fund their growth. How about as a simple start to finding a solution to the traffic problem; instead of letting cars come up the canyons free and charge to take the bus, we simply reverse it. Bus riders come up canyon free. Improve the road by expanding to a dedicated bus lane. Increase parking at the bases. Tweak the schedules and routes to make them more user friendly. Have we used up the entire 4 billion budget yet? Thank you for your work on this project	Alta	05/01/2015
	I have sent a separate email detailing an initial reaction.	Alta	04/03/2015
	I would like to see usage of the roads limited/toll road if there is an alternate (train) available in the canyons.	Alta	02/24/2015
	Not sure if train system connects LCC to Park city. If tunnel system is being incorporated then the light rail needs to be extended to Park city. I also would love to know the hours of operation for light rail systems I feel to best boost economics for areas it is essential to have trains providing safe transport into later night time hours to boost bar and restaurant sales.	Alta	03/07/2015
	Short version The Mountain Accord has made some admirable progress, but at the same time it has failed to mediate the compromises among the different interest groups needed to publish a real Blueprint. To be credible as a twenty-five year plan, the Mountain Accord must balance the inherently competing interests of economic growth with environmental impact by creating specific targets for future growth of day use visitors, residential housing stock, and tourist facilities. These hard numbers are missing from the current Mountain Accord Plan, making it into a marketing document - for those in favor of public funds for transportation systems that are in favor of creating more land for commercial development - rather than a proper Blueprint that balances competing interests. Without hard numbers it is impossible to tell what the Mountain Accord really means for any of our communities and I hence feel all responsible citizens will oppose it until those issues have been resolved. Long Version The Mountain Accord is an ambitious effort. It has done a good job of bringing together diverse groups and creating a regional dialogue. It has published baseline information and inspired the sort of community interaction that underpins any effective planning process. I feel the "Vision, Goals and Metrics" document is an excellent framework to measure the efficacy of the Mountain Accord process and actions. That said I have two main, significant, concerns. The first is that many of the goals and metrics outlined in the Mountain Accord are inherently in conflict, and the goals are not in fact goals (or objectives) but rather a taxonomy of metrics that allows one to capture data. For example, it is obvious that some of the economic goals - like hotel utilization or total day use visits - are in opposition to some of the environmental goals like impact on watersheds or impact upon core areas. Mountain Accord has done a great job of classifying the areas of a community dialog that we need to resolve in balancing these important interests and concerns, but heretofore has done little or nothing to make concrete quantitative statements about the desired future state. Mountain Accord talks about a 25 year plan, but a 25 year plan without any defined quantitative objectives (hard numbers) feels more like a marketing effort for those who want to see significant economic growth enabled by a new transportation system. Metrics without defined objectives are, in my estimation, an abdication of civic responsibility. Mountain Accord has created a framework for the dialog, but has not taken the next step in balancing the competing interests and publicly declaring the results of that balancing effort. The whole point of a planning effort should be to make definite commitments about what future state we desire. These statements must be specific and quantitative to have any meaning. Talking about different objectives is not a plan, it is rather making a series of statements that are designed to ensure that different groups feel they have been heard. Without resolving the differences between those groups, Mountain Accord has bypassed any definitive statements in that regard, instead relying on extrapolations of current trends without asking the fundamental question of what each of our individual communities wants to see in terms of specific growth figures. The Mayor of Alta, Tom Pollard, recently commented at a public forum that he felt the community of Alta would like to see "reasonable growth". From my conversations with various community stakeholders, I agree with his assessment. Yet, by itself, this is a meaningless statement, for one man's reasonable growth is another man unbridled and destructive economic development. I urge Mountain Accord to actually create a real "Blueprint" that has some of the important goals described as 25 year targets or target ranges. My second objection is that to the extent one can find specific numbers for growth or historical use, these are usually at the level of Wasatch aggregates. The Mountain Accord has consistently claimed it was seeking local community input, but at the same time it has failed to provide a baseline of historical information that is relevant to the local communities. Growth over the last 25 years for the Wasatch region is useful background, but as a member of the Alta community I find Alta specific figures regarding the growth in the number of skiers, summer visitors, hotel room and housing stock in the Town of Alta much more important to a 25 year future plan for Alta, than the Wasatch numbers that have been provided. To ask for community input without providing baseline figures that are relevant to that community is tantamount to asking for uninformed opinions. That is irresponsible. In summary, goals and metrics without quantified objectives are marketing campaigns, not 25 year Blueprints. The hard part in such planning efforts is balancing the competing demands of different interest groups, and in my estimation, Mountain Accord has sidestepped the difficult step of driving specific compromises among those groups.	Alta	05/01/2015
	The notion of a railroad being built up LCC seems crazy. Where would it go? If on Hwy 210, there will be disruption to automobile access for years and severe avalanche danger all along the route probably requiring sheds to be built over both the rail line and the roadway. Sheds over the roadway will lead to severe black ice problems for drivers which will lead to a great deal more salt spread on the roadways which will in turn contaminate the watershed. If the railroad is on the south side of the canyon it will have to be carved mostly out of pristine nature and where does it go once it leaves Snowbird? Up the Bypass Road? There isn't enough room for two tracks and all the homeowners will violently object. Tunnel under Peruvian Ridge? Good luck! Across the Creek to the Hellgate Condos and then up Hwy 210? Severe avalanche issues and all homeowners along 210 will fight it. It makes absolutely no sense when a high-speed tram or gondola could move the same number of people just as rapidly with a minimal impact on nature and the existing infrastructure. It is very clear the UTA just wants to build a railroad and is dismissing the tram/gondola solution without even considering it. All the "we are going to protect nature in the canyons" stuff is hypocritical nonsense if the solution to transportation issues is to construct a railroad (which will need 2 tracks) up through a wilderness area. I'm disgusted.	Alta	02/10/2015
	There has been too much emphasis placed on business interests and not enough on stewardship and reversing the mistakes of the past. Billions of Dollars on tunnels and railway that will never be recoverable over a 100 year timeframe. How does that create a sustainably vibrant economy? More pondering to a ski industry that has already benefited so much from exclusive use of public land. Look at the maps! Designate what's left for human power. Require the ski areas to swap their key parcels of land (Grizzly, Emma, Flagstaff) for the land under their ski lifts, or pull out those lifts! Don't allow the ski areas more land for base area development. Just congestion charge/price LCC road. The market will find solutions (Uber, ride share vans, etc.)	Alta	05/01/2015
	With the exception of tunnels between Little Cottonwood, Big cottonwood and Gardsmans, which seems like too much, I think this is a well thought out and viable plan.	alta	02/05/2015
	My suggestion would be to outsource specialists in this area who have mutual concerns of protecting what is currently in place.	ALTA, UT	03/07/2015
	I believe it to be a good plan for the recreational user. I worry that it is too restrictive from a commercial development point of view. Saying now that only 100 more lodging unit will be built in Alta ever???	Alta Utah	04/30/2015
	I am highly concerned about the environmental impacts of construction and expanded roadways, rail lines, and/or gondola/tramway in Little Cottonwood Canyon. Further, I believe construction of a tunnel when have especially detrimental environmental impacts, including effects on water quality, soil erosion, and widespread growth of invasive plant species that would threaten beloved wildflowers in the Cottonwood Canyons and the greater Wasatch. A tunnel would also forever change the character of Little Cottonwood Canyon and its end of the road charm. I don't believe the proposed Blueprint meets the goal of responsible stewardship of natural resources. I also am concerned that it does not meet the goal of providing recreation experiences. The Wasatch is already very crowded, and I'm not sure it can support all of the people that expanded transportation might bring.	Alta, UT	04/30/2015
	The growth of Annual Visitors (pg 5) from 5.7M to 7.2M over 27 years calculates to 0.86% per year of growth. Surely this growth can be managed with incremental improvements in road, number of busses, avalanche diversion so the road can remain open 24/7. This rail project will be a fortune to build (\$10B) and will serve so few people now or in the future that this cost is not only unjustified, but obscene. And during the 10 or 15 years of construction, the damage to the environment and enjoyment of the affected areas will be huge. More important, in the next 5-10 years, a revolution in personal transportation will render the options presented in the ACCORD to be unnecessary, irrelevant, economically unsustainable and ironically unused. Why? Much more convenient options will emerge that will be far more economical to operate and far more effective than driving to any train station, parking one's car, waiting for a train, and then taking what will by then be an impossibly expensive fare.	Alta, UT	02/26/2015
	I truly feel that the two Cottonwood canyons need to be connected, preferably by ski lifts and skiing terrain.	Alta, Utah	04/29/2015
	Funny how mountain accord deadline is May 1, 2015 and afcvision is unheard of in Utah county. Your own study admits mountain accord is salt lake, Wasatch and summit counties "project area" but other areas will be affected. Does that mean you are showing snowbird down American fork canyons throat because you have your agenda done for the entire Wasatch range from front and back sides? Or is the plan called SLCC the plan called SLCC the plan called SLCC the plan called SLCC your crap here in Utah valley. I have not had a chance to read all of your documents but interesting almost 70percent of ski industry from out of state. Should us "happy valley" folks give up our canyon to make all the pretty people happy and the salt lake people pleased with clean drinking water? Wow	American fork	04/30/2015
	The Light rail transit (LRT) proposal is preposterous as it would make Little Cottonwood Canyon a transportation corridor which would further degrade the natural resources and beauty of the canyon. Providing more access to the Cottonwood canyons is not the answer to protecting the land and watershed for future generations. I agree with more eco-friendly transportation alternatives but a rail system into the canyon is not the answer. Further, environmentally sustainable transportation doesn't protect the land itself if the transportation itself dramatically increase use to the areas. Connecting Park City and Salt Lake valley via Little Cottonwood canyon in any form is a mistake. By installing a rail-line we are essentially making this wildland a glorified park. The Wasatch Front rail system (TRAX, FrontRunner and the Sugar House Trolley) has improved the transportation system in the Salt Lake Valley. However, I believe that rail based systems in the Cottonwood Canyons (or Mill Creek) would have unacceptable impacts to the environment and the wilderness character of these canyons. The construction of rail lines in the canyons would more than double the infrastructure footprint and likely impact sensitive riparian zones. Extensive cut and fill excavations would likely be required for rail construction resulting in widespread scarring of the landscape. An elevated rail system would have unacceptable visual impacts. Rail lines also restrict access: forming "hard" barriers for hikers, skiers and snow shoe travel. A rail system in the Cottonwood Canyons is "overkill," and that current and future transportation demand in the canyons can be met with a properly designed shuttle system.	American Fork	04/14/2015

	More honesty (currently called transparency) would help the public digest the pros and cons of Mountain Accord. The public is told a 2 mile tunnel disturbing and excavating 156.44 cubic yards of Mt. Superior protects the watershed, but a 3,000 square foot cabin's footings in Alta disturbing 97 cubic yards of material damages the watershed. The public is told a boring tunnels is good and tunnels are used to store water and protect the watershed. How can one store water in a 2 mile tunnel and have a train going back and forth in it at the same time? It appears UDOT uses 600 tons of salt in Little Cottonwood Canyon to support commercial skiing, hotels, and tourism which is ok for the watershed, but a cabin with no salt loading is out. What will 10,000 people per day do in Alta when they get there? Snowbird barely has enough attractions to keep 10,000 tourists happy for 1 day a year at Oktoberfest. The public is told massive public development costing billions protects the watershed, but a small private cabins in Alta destroys the watershed. \$20 million taxpayer dollars promoting massive public development and \$22 million for lawsuits to stop microscopic private cabins. The public statements are not credible and in fact laughable. While officials spout the watershed story, eyes roll in the audience, textings of haha messages are occurring as the official speaks. 20% of the canyons are private property. Massive public development on 80% protects the watershed but minimal private development damages the watershed. This is not an honest conversation. Why not say the truth? We can have massive public development and watershed protection simultaneously. We can have private development and watershed protection simultaneously, we just don't want private parties to develop. It's not a watershed issue. There is no legal, science, or public policy to support private development, the folks at the table just don't want. Let's have the public PR story match the backroom actions. That would be helpful to Mountain Accord. Mountain Accord is a great process. More honesty would make it mega great.	American Fork, UT	02/22/2015
	I don't think the "accord" takes into account climate change. Yes, this might have been the right solution 50-25 years ago but it is certainly too focused on skiing for the reality that snow might not be as plentiful for the next 25-50 years.	Berkeley	04/30/2015
	comments submitted by email	Big Cottonwood Canyon	05/01/2015
	I think this is a terrible idea. I think the mountains need to be left alone. I think people from Park City just don't want to drive down Parleys and over to Little CottonWood. Which they should have to.	Bluffdale	03/16/2015
	you people are only looking after what you want. Have you even considered or even invited any of the back horsemen groups that have used these canyons for longer than skiers have ever used them? You are not considering all who use these areas. Your agenda to me is very expensive and will destroy what people like me have used this public land for, for decades upon decades. Stop just thinking about your agenda your it the only ones who have rights to this land	Bluffdale	03/15/2015
	I applaud the concept of the Mountain Accord. I would like to see priorities established and clearly stated that put conservation, protection, and stewardship as top priorities. In the event of multiple parties not reaching agreement, the default choice must be the one that offers the highest level of environmental protection, watershed protection, preservation, and conservation of resources. I believe it is not feasible now, and will be less feasible in the future, to develop more and more with the intention of enhancing visitor's experiences in Utah and attracting ever-increasing numbers to the Wasatch. Stability is more important and sustainable than continued growth. The REAL stakeholders here are the citizens who rely on the Wasatch for water, solitude, wild terrain and the benefits they bring. The economy must be the lowest priority in the Blueprint. Much of what makes Utah a ski destination can not be improved by more roads, hotels, condos, restaurants, etc. The natural terrain, unmatched snowfall, and unparalleled scenery are the reasons people come to Utah. Why this is not apparent to more people baffles me. The Wasatch is a small mountain range. Resorts in the Wasatch must not be allowed to compare themselves to, or aspire to be in the same league as resorts in other states or countries. The grand resorts in major ranges such as the Alps, Sierra Nevada, and Rocky Mountains have an advantage the Wasatch can never match - their sheer breadth and expanse. HOWEVER, the Wasatch have unmatched assets mentioned in the previous paragraph, that can not be improved upon.	Bluffdale, UT	03/31/2015
	Please see the comments of Winter Wildlands Alliance and Wasatch Backcountry Alliance. As someone who helped compile that input, I am fully vested in the position taken by that letter - just as the thousands of other individual backcountry skiers, snowboarders and snowshoers who enjoy the Wasatch are. We trust in these groups to listen to us, and provide a collective voice. As one of the few who actually gets to pursue my vocation and avocation simultaneously, I take this quite seriously. Hopefully all members of the Mountain Accord Executive Committee will read and consider those comments in full, and work with us to find solutions as this effort moves forward. Thank you for all of your efforts thus far.	BOISE, ID	05/02/2015
	The blueprint seems to lean toward development and transportation. I would like protection of the back country to be given more consideration. Thx, mm	Boise, Id	03/06/2015
	I don't think the ski resorts need to be expanded. There is tons of terrain that can be accessed by the current ski area boundaries. I feel like the blue print focuses on four months of the year (December, January, February and March). And if these changes happen it greatly affects the areas for the other eight months of the year. Don't expand the ski resorts and don't expand the transportation system. People come to Utah to ski what we currently have.	Bountiful	05/01/2015
	In terms of dollars, the proposed blueprint is heavily skewed toward the ski resorts. The transportation option amounts to a large taxpayer subsidy to the ski resorts. Preservation of existing natural areas in the Wasatch could be had for practically nothing.	Bountiful	04/29/2015
	more details really needed to begin to have opinion. like concept, and we definitely need to address what is going to be a much larger problem in the future.	Bountiful	02/05/2015
	My primary concern with regards to those canyons are drinking water and preserving natural beauty. I would like as much wilderness as possible. The other concerns are secondary.	Bountiful	02/13/2015
	The train and tunnel idea is good and will provide a good long term solution for transportation, while also achieving protection of iconic areas of the Wasatch	Bountiful	02/18/2015
	The Wasatch Mountains are essentially a metropolitan area, as compared to the Uinta Mountains which are primarily a wilderness area. Making this distinction clear would help frame the discussion more clearly.	Bountiful	04/30/2015
	As a retire tunnel engineer, I am especially interested in the fixed-rail connections to Brighton, Alta and Park City. Is upgrading for rail service of the existing Park City to Alta drainage tunnel part of the thinking? Are 360 degree tunnels in the canyons to overcome the steepest parts of possible lines (like those in Switzerland built in the 1850's) part of the thinking? If yes to either question : where do I find out more, where can I be of help with free advise?	Bountiful and Mt.Haven	02/06/2015
	It seems to me that our beautiful mountains should be kept in a pristine and sustainable condition to be maintained as they are for many future generations. The Mountain Accord seems to be focused on a "for profit" agenda. This is not what I have envisioned for our beautiful mountains.	Bountiful, UT	04/28/2015
	More advanced travel systems, super fast modern trains along existing corridors Logan to St George. Less development in our canyons and better protection of USFS, BLM and state trust lands in our state. No state take over of federal lands... Utah ownership of federal lands is not viable.	Bountiful, UT	05/02/2015
	So far, you have done a really good job of collaboration by all stakeholders.	Bountiful, UT 84010	03/31/2015
	I feel that any discussion about the future of the canyons is a benefit. Planning will help avoid haphazard developments and provide a guideline as pressure on the canyon resources continues to increase. The mountain accord should not be set in stone, but should instead act as a guideline with flexibility as public pressure which will ultimately result on key decisions is gauged. Just like the Legacy parkway, which after fits and starts was finally built in a much improved form than originally conceived, the Mountain Accord should be sensitive to future input and allow for some modification.	Bountiful, Utah	03/14/2015
	Just avoid trains. Please, no trains.	Breckenridge	05/01/2015
	Balancing the four systems or interest segments is the key goal of this proposal. As a cabin owner at Brighton I would appreciate modest economic upgrade of services and renewed vigor to the offerings for locals as well as visitors. I am also fervently in support of careful preservation of our natural landscape and backcountry ski access on USFS and other public lands. Movement toward a more efficient means of transporting visitors to the areas via a mass transit European style mechanism would greatly enhance attractiveness of the resort areas while limiting emissions, traffic bottlenecks and parking constraints. Of special interest to me is the view of MountainAccord in proposing alternative people movers from one side of the Wasatch to the other one day, far reducing the I-80 problem.	Brighton	04/14/2015
	Hall I have not had the time to review this information in detail, that being said I would like to thank you all for jumping into this population dilemma. I have lived at the top of Big Cottonwood since 1974 and have seen the changes. I have seen ski area operators thru cash and politics advance their own agenda for personal profit and I have seen the state with similar tactics; building permits & inspections, taxes, police, trash, pets etc. The USFS has had a confused hand in all this over the years also. The combined effort of all has alienated residents and visitors. I am anxious to study your proposals and for now I would put my confidence with Lanev. Thank you again for this opportunity	Brighton	04/30/2015
	The blueprint does not provide specific plans for preservation of the ridge line between Guardsman's Pass and Mill Creek Canyon. This should be a priority area due to the high usage for recreational activities in both summer and winter, and the current pressure from development. Preservation of this area is key to meeting the environmental objectives of the plan.	Brighton	04/23/2015
	This plan is short sided and is addressing Tourist mind use. Let's put Our monies and Fed Money into mass transit for people who Need and use it DAILY.	brighton	05/01/2015
	Ski Area Expansion does not "preserve" OUR National Forest Lands. Ski Area expansion just turns OUR Beautiful, Unique, Wasatch Mountains into a DisneyLand Experience. Leave more wilderness and untouched lands for the Future Generations. Once it is gone, it is gone forever.	Brighton UT	04/13/2015
	A train/light rail system with limited stops from downtown SLC/SLC airport, up LCC (stopping at Alta and SB), through a tunnel into BCC (stopping at Brighton parking lot) through a tunnel to Park City (stopping in downtown PC) is the best option for transportation, the environment, preservation, recreation, and all of the interested environments. With a rail system you will discourage driving, and better control mountain Access with limited stops, not only for skiers but for all recreation and mountain enjoyment. People do not like to ride busses and will not use them. Trains are comfortable and reliable and people will use them. Tunnels have minimal environmental impact and preserve natural aesthetics. The European countries which share the Alps also care deeply about their mountains and preserving the environments, rely on the mountains for recreation - and they are completely dependent on well thought-out train systems that very delicately transport millions of people through a very well preserved environment. Recreational demand on these mountains will only increase - so let's do it right and manage the recreational pressure with a rail system.	Brighton Utah	03/17/2015
	I am undecided on all of the above topics because it is very difficult to understand (from this web page) exactly what the proposed blueprint is! I see several options listed under "proposed blueprint" and it is not clear which is the most likely. I agree that the major concerns are environmental, economic and recreation. I believe the BCC's seduced reality, while part of its appeal, also make it difficult for homeowners to rent their properties in the winter. I have spent a lot of time skiing in France, Switzerland, Austria and Italy and it seems obvious to me that we need to follow their lead. While I lived in Zurich and Geneva I was able to take a train (with one or two easy changes) from both of these major city centers or the airports to the ski lift in Zermatt or Chamonix. No cars, no traffic and an incredible skiing experience. I would also say that with these train systems the European countries did a very good job preserving their environments in these mountains. In BCC or LCC, if you had a train system connecting to Park City residents and renters could take an evening ride over the mountain into Park City for dinner or after ski. This would be a huge boost for all three of these economies! It would discourage driving in the evening. Your proposal, while better than anything else I've seen, still excludes the possibility that BCC residents and renters will have evening access to the bars and restaurants in Park City. The very obvious option to me (and I believe one of your blueprints) would be to a light rail connect from SLC airport/downtown, south along the Wasatch front, up little Cottonwood with stops in SB and Alta, through a tunnel into Brighton parking lot and a stop there, and through another tunnel into Park City. For me, it seems very important that this train line will continue (perhaps less frequently) late into the evening so Park City could gain the Economic benefit of more BCC and LCC homeowners and renters using their restaurants. At the same time, with so many houses and cabins in BCC, an evening connection will provide an additional economic injection to Park City which should certainly be welcome! So with this necessary evening connection in mind, the light rail with the above connection (which done in the European manner could be minimal impact to the environment) is the obvious best option. If you consider the economic interests (and I believe you have) of all the interested parties, not just the ski resorts - Park City business owners (tax payers), BCC house/cabin owners (tax payers), ski resorts (large business and tax payers), the SLC and PC local governments (tax spenders), - why not look at this project as a public/private cooperation expanding the possibilities to include the light rail train system. This is absolutely the best option.	Brighton Utah	03/16/2015
	I only say poorly as connecting both canyons and park city is pointless and opens the door to adding wasatch county, heber etc. In essence this proposal is full urbanization of the mountains. Otherwise, light rail from SLC to PC for sure. SLC to LCC, perhaps. BUT the line is crossed with PC to LCC interconnects in any form. If the goal is to preserve and to protect, then why make it an Urban Mountain range via a massive increase in transportation???	Brighton, UT	02/09/2015
	My main concern is the future environment of the canyons. The transportation proposals, as I understand them essentially ignore environment almost entirely. If you make the Cottonwood canyons accessible from the Park City side, you might as well count on the canyons becoming nothing more than an extension of the developers' developments and that is wholly unacceptable to me as a canyon resident. Publicity plus accessibility always lead to over-development. These mountains belong to the people, not the developers. Developers, such as Talisker, Vail Resorts and Deer Valley are concerned with one thing and one thing only and that is MONEY. It is obvious that when you combine such companies with the plans of the UTA and DOT, whose business is to build the biggest and most expensive transit system possible (again MONEY), environment takes last place. I'm in favor of a much scaled down version of the mass transit proposal. Why the discussion is dominated by the entities mentioned is ridiculous. I thought this was to be an open process for and from the people. UTA and the DOT work for us, we do not work for them! Nor are we beholden to them.	Brighton, Utah	03/06/2015
	There are many great goals and ideals represented in the overall Blueprint. Yet, many of the options appear to be totally unrealistic cost wise. There needs to be more direct attention to the funding sources that will be benefiting from this increase in supposed tourism. This means at the very least that the ski resorts, the Summit County Property Tax Base, Second and Third Homeowners and all Real Estate entities need to be footing the bill for these proposed improvements. Missing is the expansion of Permit Users in the NFS that are dedicated to educational opportunities. These include both summer and winter interests. Avalanche Education is primary in the Winter. Watershed concerns heads up the Summer interest category. The Canyons Protection needs to be the foremost concern, and this should not be restricted to the upper areas of the Canyons.	Brighton, Utah 84121	05/01/2015

	I support ONE Wasatch!	Carlsbad, CA	04/29/2015
	I would need to study it more, but it appears to be an excellent plan.	Cedar City	03/01/2015
	Any connecting roads or transit systems that connect Park City to the Cottonwood canyons will destroy some of the most pristine and accessible wilderness areas. These areas are easily accessed which makes them enjoyable for all those who cannot venture deeper into the mountains without assistance. There is very little benefit to allowing access through the cottonwoods. Those canyons are already overloaded with people and traffic. Allowing through traffic will only increase the problem of ski resorts that are at capacity on busy days.	Cedar Hills	04/29/2015
	Over the snow connections need to be protected to allow the seven resorts to connect.	Centerville	02/05/2015
	The sooner you do this, the better.	Charleston, Utah	02/09/2015
	I would like to see more transit from the airport to Park City or a PC bus stop	Chattanooga TN/ Park City	02/07/2015
	As an out of town skier, I could be more impressed with proposals of the mountain accord. I believe it strikes the correct balance of protecting the beauty of the cottonwood canyons while also enabling continued development of the resorts. It would be amazing to visit Utah for a week and never to step foot in a car. The thought of staying in Park City and being able to ski Alta with a quick train ride is wonderful.	Chicago	02/09/2015
	It seems to me that the obvious and easiest way to reduce the impact of recreation upon the Wasatch Mountains in Salt Lake County would be to encourage and incentivize Kennebec into opening sections of the Oquirrh Mountains up for recreational opportunities. Well obvious to me but apparently not anyone involved with the stakeholder group. Opening the Oquirrh Mountains to recreational activities would also alleviate the future traffic concerns with everyone trying to get across town from the west bench to the east bench.	Copperton	04/30/2015
	Please include more mountain biking in the Cottonwood Canyons.	Cotton Wood Heights	04/30/2015
	1) Guardsman's Pass has been a right of way in the state of Utah. It can not be a holding for a ski resort. As with the roads in San Juan county, it should be taken to court. This road needs to be used as the roads around Colorado i.e., Vail! 2) Same as above with Cardiff road, Mineral road, Silver Fork. 3) Water is Gold. Water is more important than air pollution. No more water for snow making. I have seen several oil spills caused by cabin owners and ski resort private shuttles, and US Forest service snow mobiles. There is no monitoring of this in the mountains. 4) We need to protect our water. 5) No more expansion to lands. The resorts can build a new resort in the West mountains near the cooper mine for eagle mountain and other residents of the west si	Cottonwood Heights	03/12/2015
	A key legacy of the Central Wasatch that MUST be preserved is that each canyon provides a unique experience. This unique "brand" has attracted tourists just fine for decades. We are not Colorado nor are we the European Alps. By connecting Big/Little Cottonwood Canyons to Park City with invasive infrastructure, we are only homogenizing the experience in each canyon while destroying the local character. Not all locals nor tourists want a glitzy, overdeveloped "Park City" experience. The economic side of this blueprint seems to only focus on developing resources for tourists (big spending, infrequent users) rather than further developing more sustainable local markets (smaller spending, year-round users).	Cottonwood Heights	02/05/2015
	After working and recreating in Little Cottonwood Canyon for the last 35 years transportation has become one of the big challenges. On busy days all parking can be taken up and the current bus system doesn't keep up with demand. There is a need for better transportation and incentive to use it.	Cottonwood Heights	03/12/2015
	Almost any change to the transportation is a good thing. Shuttles, Trams, tunnels and rail all are expensive but very needed.	Cottonwood Heights	02/05/2015
	As an Environmental Planner and resort employee, I fully support the stated objectives of the Mountain Accord blueprint. Although, I have concerns that the Mountain Accord is not placing enough emphasis on environmental protection. Preserving open space and limiting development of any kind should be the top priority. Once open space is developed, it's gone forever. I am concerned about how developing year round roads between Park City and BCC will affect traffic and crowding in BCC. I do not support an interconnect of any kind. Please consider putting more limits on development while working to improve public transportation systems. Public opinion, over the years, consistently supports conservation over development. Please revise the blueprint with this in mind.	Cottonwood Heights	05/01/2015
	Aside from the little cottonwood/ park city corridor, I think that the current blueprint is an acceptable set of tradeoffs between conservation and development. Unfortunately, as long as the train and tunnel are still in the plan I cannot support any proposal. Grizzly gulch is one of the most iconic areas of the Wasatch and cannot sustain any more development. how many visitor days does secret lake get every year?	cottonwood heights	04/24/2015
	Be more concerned about the Environment.	cottonwood heights	04/29/2015
	Bus service year round to all ski resorts is preferable to all alternatives.	Cottonwood Heights	04/30/2015
	Congratulations on the tremendous amount of work and thought that went into this blueprint. The devil is in the details however. The ski resorts are the overwhelming problem since their emphasis is on connection and expansion. They are correct in assuming that population growth must be addressed, and so it is important to implement transportation solutions that will more quickly bring recreationists to their destinations. But the resorts are big enough. Resort-skiing numbers are down. In the face of climate change, the snowpack may be seriously affected in the coming years. Connecting resorts will look good in advertising, but traveling by lift or tunnel is time consuming and an unnecessary invasion of pristine areas and watershed lands. The important thing, in the end, is the protection of the wild ecosystems of these mountains. When Man destroys these, he will have destroyed the value of the Wasatch. To develop, to expand, to build is so easy, but would result in tragedy. The travesty would be permanent.	Cottonwood Heights	04/30/2015
	Destroying Little Cottonwood Canyon seems to be the main goal of Mountain Accord. It will destroy it, to put in a Train or more Lanes. It will destroy a quality experience in the Canyon. It is irresponsible to even entertain the idea of more Lanes or a Train up Little Cottonwood Canyon.	cottonwood heights	04/29/2015
	Don't destroy Little Cottonwood Canyon by putting in more Lanes or a Train.	Cottonwood Heights	05/01/2015
	Don't ruin an amazing backcountry area. Tunnels don't make sense, it's only an hour drive from snowbird to park city. Just build trains up the cottonwood canyons and a big park and ride at the base.	Cottonwood Heights	05/01/2015
	Don't ruin Little Cottonwood Canyon by more Lanes or a Train.	cottonwood heights	04/29/2015
	Drop the tunnel idea. Very expensive, does little more than provide ease of access for tourists who could take a bus without such a vast investment. The cost to build and maintain would be difficult to sustain. The potential to adversely impact the area with tunnel construction is very real. The energy and resources spent could well be spent in many other ways to protect and preserve the area for access to all Utahns, not just elite visitors from out of state.	Cottonwood Heights	03/09/2015
	Higher resolution maps, with topographic lines.	Cottonwood Heights	02/12/2015
	I agree with the Blueprint for transportation alternatives in Big and Little Cottonwood canyons. However, the demand just isn't there to connect BCC and LCC directly to Park City. A tunnel system is extremely expensive. The usage wouldn't justify the cost (or the damage to the watershed during construction activities). Leave the Wasatch Front and the Wasatch "back" as separate entities. Only the extremely wealthy are pushing to connect the two. The tunnels (or train connections) throw a red herring into the process, that will cause the entire project to fail. I can not support connecting the Wasatch Front and back. Even nature doesn't want them connected. There's a reason that our orographic storms leave a lot more snow in BCC and LCC than in PC.	Cottonwood Heights	02/27/2015
	I am a resident of Cottonwood Heights, and a skier and hiker to Little Cottonwood Canyon on most week-ends. I have never had an issue with traffic, other than when there's an avalanche that closes parts of the road. An avalanche would still affect any buses and/or trains that travel up the canyon in the winter, so building a train line or a bus lane would not help at all in weather related instances. On busy ski days, there may be more traffic at certain times in the morning and afternoon, but it's steady and is for only a short period of time. Also, building a train line or a bus lane would destroy the quiet and beauty that people LOVE about Little Cottonwood Canyon. The residents are happy with the way things are, and tourists appreciate the beauty as well. This appears to be a political and financial driven project.	Cottonwood Heights	03/16/2015
	I am afraid that too much weight will be given to the economics of this and too little to the environmental and recreational aspects. There is a limited capacity to the wasatch that no amount of additional transportation will change.	Cottonwood Heights	03/06/2015
	I am not convinced the Mountain Accord will meet its stated purposes. Stewardship: As an ecologist, I know that increased use of the canyons will cause wildlife and natural services (e.g., water quality) to suffer. Increased expansion of ski areas and trains will further reduce the ability to find peace and solitude within the Wasatch and will reduce habitat available to wildlife. Expanded lanes for buses and/or train system will further reduce the ability of the creeks to function naturally due to loss of floodplain habitat that helps to mitigate flood events and which serve as buffer areas that preserve water quality. Train use through tunnels could potentially disrupt wildlife use of adjacent areas (due to noise) and/or fragment migration corridors. Recreation: As rock-climber, hiker and backcountry skier, I am in favor of land swaps that consolidate public lands in backcountry access areas; but I strongly believe that Grizzly Gulch must remain undeveloped. I am also not in favor of further development of Silver Fork. The mix of backcountry access and low-giltz quality ski resorts are a draw for locals and tourists alike. If trains connected the majority of ski resorts within the Wasatch, it might severely strain the hell ski business. Environmentally-friendly transit: As an instructor of sustainability, I am not convinced that a train system is really the best option. There is very high cost of such a system at a time when there is great uncertainty regarding the future of snowpack in the Wasatch due to climate change, which translates into great uncertainty regarding tourism to ski areas. A very large amount of materials and energy is required to construct and maintain such a system, as opposed to expanding/improving bus service and encouraging carpooling and low-emission vehicle use via greater incentives. Construction is sure to have immediate and lasting impact on the landscape (see above comments). The lack of adequate transit stations along the proposed train route will do little to reduce hiker and backcountry skier use of personal vehicles, thus doing little to reduce air quality. (Recommendation: if trains are implemented, then increase transit stations along route and provide seasonal passes to public transit and/or major discounts on public transit when season ski passes are purchased.) I think a better option are electric buses (run on electricity generated from wind and solar) with increased incentives for use (see recommendation above) as well as a year-round in Big Cottonwood Canyon. I am not in favor of linking the Wasatch front and back via tunnels because I believe it will make traffic worse, not better.	Cottonwood Heights	03/16/2015
	I am very opposed to any further development in the Wasatch, particularly regarding the rail service. The more you give people the more they want and it will result in the entire range being developed with very little undisturbed areas for the protection of natural resources. More people drink more water skiing or otherwise and where will the water come from. This state needs to work on POPULATION control!	Cottonwood Heights	02/04/2015
	I believe that any plan for the Mountain Accord has to be integrated with the transit plan in the SL valley. I strongly support finding alternatives to the current travel options up the canyons. I believe a rail option is the best for LCC and that an electric or natural gas bus system up BCC and an electric or natural gas shuttle in MCC all make sense, but you need to link it to a plan other than parking garages at the mouths of each canyon.	Cottonwood Heights	03/09/2015
	I do not see how any of this would help our current condition, I only see this having negative effects. Why not invest in cleaner more fuel and emission efficient buses?	Cottonwood Heights	03/16/2015
	I like the blueprint - although it seems to be predetermined to utilize a train as the major transportation solution in LCC.	Cottonwood Heights	03/05/2015
	I like the idea of rail in the cottonwood canyons. I've tried to utilize the current bus setup from my home in Cottonwood Heights. On a moderate powder day the bus was over an hour late - and very difficult to get a seat in on the way home. I also truly support the hiking/biking trail that would connect Emigration Canyon to Summit Park. THIS makes sense. There is already an old road there to utilize. This sort of recreation expansion would benefit the Utah Outdoor Community year round - not just for a few months during winter.	Cottonwood Heights	04/29/2015
	I selected "don't know" on all of these questions because the proposed blueprint seems a bit too vague. At a high level, I like what the 10 page blueprint has to say, but when I drill down into the details I'm not sure I understand what is going to happen. Will our watershed really be protected? Will the environment really be protected? I like the idea of acquiring private land in order to retain accessibility, expanding the trail systems, etc. I cannot tell how mountain biking would be affected by various land designations, if additional opportunities were available, or if we would lose trails.	Cottonwood Heights	03/06/2015
	I strongly oppose putting a light rail up Little Cottonwood Canyon and tunnels to connect the canyons. I also oppose any ski interlink between the resorts as proposed by One Wasatch. Transportation development should have a minimal impact on the environment, which these would not. I support using increased bus service for summer access to the canyons and use of Guardsman Pass to connect Big Cottonwood Canyon with Park City.	Cottonwood Heights	03/29/2015
	I teach paragliding and would love to see more access and more landing options for our pilots. With Wilderness areas we are not supposed to launch and land foot aviation which seems silly, would like to see some changes to encourage and allow non-motorized free flight.	Cottonwood Heights	03/12/2015
	I think it will be important to more explicitly state how the areas impacted by the transportation expansion will be protected into the future. Without such assurances and acknowledgments up front it seems these lands will be open to future development around them that could particularly harm the natural environment important to both wildlife and outdoor enthusiasts, particularly if they come from acquisition of private land. Whether real or perceived concern, it should be more adequately addressed.	Cottonwood Heights	02/04/2015

<p>I was extraordinarily disappointed in the information given on transportation during the February 11th meeting. The information on hiking and biking trails was fine, albeit limited. It should have included which trails/trail sections were new versus which were being rebuilt and an example of what the new access points for all those trails will look like. When I learned that the keystone of this proposal was transportation I was excited. I was excited to hear that we were finally doing away with land swaps and right of ways across the mountainside and ridgelines and were instead going to replace it with a light-rail type of system. But then I thought, This system is going to be extraordinarily expensive at about \$100 M per mile and about 8 miles of boring to do that is \$800 M plus the 15 miles of rail line to connect to the light rail station in Sandy to Park City. Back of the napkin math brings the price of this piece of the line to \$1,000,000,000. This puts the per year bond cost at about \$67 M. Alta estimates that it has 2500 people per ski day and I will assume that it has 1250/day the rest of the year. I will also assume that the rest of the resorts have similar traffic levels. This means that there are approximately 2.5 million resort users up Big and Little per year. This means that every ticket would have to cost about \$26.50 to cover costs. So to take my family of three up the canyons for a day of skiing or hiking it will cost me \$80. THIS IS NOT REASONABLE. Thus, everyone will balk at the cost. We will then get the wilderness areas with some major subtractions. The Trails. The bus up Millcreek (should be done anyway). The building permits. The land swaps. And the Major Subtraction Ski-Link. Finally, I don't think that light-rail can handle the populations coming down the mountain in the afternoon. 236 people per car at absolute max and probably 165 skiers. On a peak day we will need about 60 cars up each canyon to bring the skiers down. Can rail handle that population? Can it do it safely? Can it handle peak loads in an affordable fashion? (i.e. minimum fall and spring loads will be around 1000 people per canyon with maximum winter loads of around 10,000. The traffic isn't near as stable as city traffic.) I would propose that ski-link (tunnel or gondola) gets banished from public discourse and the dream of linking the seven ski resorts (i.e. the public boondoggle) gets set out to the Great Salt Lake. If the ski resorts want an inter-connect they need to do it out of 100% private money and without affecting ANY public lands. If this involves a tunnel (and it must) then they need to pay 100% of the tunnel cost. A ski lift or gondola up both Big and Little (but not connecting any of the resorts) should be able to handle the traffic loads. If it has multiple drop off points then it can get all the other users (bikers, hikers, flower hunters, artists...) to within a reasonable distance of their destinations. Regarding Salt Lake giving up its water rights to snow making, I hope that SLC looks at this proposal under a 1/1000 year drought scenario. Over the 50 years this holds sway we will have a 1/20 chance of having that 1/1000 year drought. This means that the ski resorts need to be listed as the last in line on the water right.</p>	<p>Cottonwood Heights</p>	<p>03/02/2015</p>
<p>I'm generally pleased with the research and planning efforts to this point. My concern is that the emphasis to date has focused almost solely on the future. I understand this is critical, but I believe there needs to be equal emphasis on the immediate concerns and issues (i.e. parking and transportation concerns). I believe it would be more beneficial to plan and make recommendations for the short term as well as long term.</p>	<p>Cottonwood Heights</p>	<p>02/27/2015</p>
<p>It is not environmental stewardship to deteriorate our backcountry areas by ill-conceived connecting lifts that destroy watershed, wild land, hiking/biking terrain and natural habitat. A true "transportation solution" would not involve ski lifts - but would instead involve high-speed train transport up I-80 to Park City as well as up Fort Union to the mouth of Big Cottonwood and up 9400 S to Wasatch and the mouth of Little Cottonwood.</p>	<p>Cottonwood Heights</p>	<p>02/06/2015</p>
<p>It seems like the Blueprint would work just fine for the people who stand to make the big bucks. I want to know how you propose to run light-rail transit up Big and Little Cottonwood Canyons without sacrificing the integrity of the landscape? How do you propose to get light rail up the S-curve, for example, and how much footage on the side off to the side of the road, specifically, do you propose to take?</p>	<p>Cottonwood Heights</p>	<p>03/09/2015</p>
<p>It seems to me that the Mountain Accord is prioritizing economic opportunity first, and then recreation QUANTITY. Other environmental and transit elements appear to be incorporated as a way to facilitate those first two priorities. The problem I see is that the existing trail infrastructure can only accommodate so many people before the quality of the experience and the environmental impacts become too great. The solution is not to create more connections between places (thus increasing the rate of people entering an area, but not the actual capacity of that area), and the solution is DEFINITELY not to take existing high quality wild areas and develop them. Those approaches only suit economic needs at the expense of the kind of long term stewardship that is required in the face of excessive population growth in Utah. The solution is to reduce vehicle traffic to existing recreation areas by implementing well-designed mass-transit, and to cap daily visitation rates to recreation areas to a level that can preserve the quality of the experience and minimize environmental and ecological issues. Remember, our drinking water comes from these canyons, and over developing these areas to increase economic potential will have the byproduct of increasing waste and pollution. Remember also that these wild areas are critical habitat for fish and wildlife, and that these populations are already constrained by urban-wildland development on all sides of the Wasatch Canyons. As we are faced with an increasing population in Utah, we cannot perpetually sacrifice our natural areas and our natural resources to accommodate limitless growth. The result will be that the very recreation opportunities that put Utah on the map will be degraded to a point that people won't want to compete with endless crowds to access whatever remains of our resources. A skiing example is relevant here. Utah, hands down, has the greatest snow on Earth and everyone who skis or rides knows it. But what happens on an excellent ski day? Crowds descend on the resorts, and even with limits in place that resorts stop selling tickets when the parking lots fill, every slope becomes crowded and the experience is degraded. Does increasing the rate of people arriving at resorts (through mass transit and connections among ski areas) help preserve the quality of Utah ski resorts? Not at all. Nested around our developed areas are some absolutely incredible backcountry ski areas. Grizzly Gulch, in particular, is a skiing oasis. I am particularly concerned about the proposed connection between Alta and Brighton that would cross through all the backcountry areas between these resorts. Those areas are one of a kind, and once developed, cannot be reclaimed. They also represent the resource that Utah, in particular, collectively "own" that the canyons and surrounding areas will always provide economic opportunities for the state of Utah. Therefore, rather than prioritize economic development in the blue print, it would be better to prioritize maintaining those high quality, currently undeveloped areas first, ensuring that ecological considerations are a top priority, and then fit in further development around those two main priorities. Stewardship of wild areas and natural resources provides a long term benefit. Development of those areas provides a short term gain (diminishing when crowds degrade the quality of the experience) and a long term loss (because recovering wild areas is infinitely more expensive than developing them in the first place).</p>	<p>Cottonwood Heights</p>	<p>03/10/2015</p>
<p>It will not, simply put, accomplish anything positive.</p>	<p>Cottonwood heights</p>	<p>03/17/2015</p>
<p>Just keep meeting and collaborating. Thank you for all this work.</p>	<p>Cottonwood Heights</p>	<p>04/29/2015</p>
<p>Just leave the canyons wild!!!!</p>	<p>Cottonwood Heights</p>	<p>04/30/2015</p>
<p>More frequent buses up the Canyons Not more lanes!</p>	<p>cottonwood heights</p>	<p>04/29/2015</p>
<p>Overall I am happy with the blueprint. My concern is with the transportation proposals.</p>	<p>Cottonwood Heights</p>	<p>04/26/2015</p>
<p>People have to use it for it to be environmentally sustainable. I need more information before I can decide whether or not people will literally and figuratively get on board.</p>	<p>cottonwood heights</p>	<p>03/13/2015</p>
<p>Please, please, please, please do not put anymore infrastructure in our canyons. Even small changes, like the addition of cell towers in LCC, is disruptive and takes away from the reason we go in the mountains in the first place, to get away from it all. Adding roads, trains, infrastructure, etc. does not enhance this experience. The Wasatch is very small and making it smaller detracts from the experiences that are rapidly being taken away by expansion as it is.</p>	<p>Cottonwood Heights</p>	<p>04/07/2015</p>
<p>restrict lift-served back-country/side-country/etc access. adding a tram to solitude from PC will seriously degrade back-country recreation for all by overloading traditional back-country areas. there is already a road that connects PC to BCC. run a bus for those that need to access BCC or LCC from PC. Keep lift served skiing in the ski resorts!</p>	<p>cottonwood heights</p>	<p>05/01/2015</p>
<p>Stop building stuff on the mountains. They are to remain rugged and beautiful, unless of course we as humans scar and ruin them.</p>	<p>Cottonwood heights</p>	<p>03/27/2015</p>
<p>Thank you for all of the hard work. I am in full support of the light rail transit in LCC to/from Park City via tunnels. This option is head and shoulders better than other similar proposals. With regard to the light rail, I'm assuming this is a weather-independent solution: when powder/panic hits, will this system prove to be the best possible transportation option? How will this system be designed to accommodate powder traffic volume while still being financially viable on typical days? As a mountain biker, I'm concerned with the access limitations we've created by transitioning extensive acreage to wilderness. This is particularly challenging along the lower elevation foothills. As we consider transitioning more land into the hands of the public, I support preservation but I think mntb access should be supported and expanded. The relatively small size of the central Wasatch allows for some amazing ride options to/from the Wasatch Front to the Wasatch Back. I have some concerns about the transportation system in the valley. I don't think we should expect folks from the UofU and/or Park City to drive and/or train it to State St. In Sandy in order to catch the light rail up LCC. The pickup station at the entrance to LCC will be a high volume station. We should be realistic with natural migration trending toward the shortest distance between points A and B. Generally speaking, I support me mtb trails wherever possible. The Central Wasatch is the perfect size for epic-style rides to and from the Wasatch front/back/AT/Provo Canyon. Similar to the situation with skiing, we have the potential to further develop and capitalize on the world-class nature of the area in regards to mountain biking.</p>	<p>Cottonwood Heights</p>	<p>04/08/2015</p>
<p>The questions above do not seem to fit as the blueprint offers a plethora of ideas but hasn't YET solved anything.</p>	<p>Cottonwood Heights</p>	<p>04/30/2015</p>
<p>The blueprint appears to put a priority on "economy," with changes that will financially benefit the few ski resorts. With the anticipated drought conditions and evolving weather patterns, it strikes me as irresponsible to underwrite new roads, tunneling, etc. to benefit a few businesses dependent on snow pack. I fail to see the benefit to skiers, other than saving some an hour's drive. You can only ski so many resorts in a day (i.e., only one). I personally enjoy the canyons for hiking and photography with the beauty, solitude, and cleaner air that they offer. Toward that end, I support public transportation and/or usage fees to limit individual cars. These approaches appear to work well at such places as Millcreek and American Fork Canyons (usage fees) and Zions National Park (public transportation available at parking lots).</p>	<p>Cottonwood Heights</p>	<p>04/15/2015</p>
<p>The Blueprint could do "very well" in Recreation, Economy and Transit if we implemented the ONE Wasatch resort concept. Don't let this opportunity pass. It's been discussed for decades - Now let's do it. Get it on the table and on the Blueprint. We have used and abused the Wasatch for economic gain and basic needs since the pioneers. It always bounced back. With a few lifts and careful planning we can improve the recreation, economy and the transit while still protecting the natural resources.</p>	<p>Cottonwood Heights</p>	<p>02/12/2015</p>
<p>The blueprint needs to answer to the people not to Mountain Accord. The people want better transportation but no expansion. I don't think a train is the answer. I think a canyon parking pass and a better bus system could solve the problem and not cause more impact to the canyons.</p>	<p>Cottonwood Heights</p>	<p>03/02/2015</p>
<p>The connecting trails is a great to see, and in particular the BST is a huge part of the daily life of residents, and extended/finishing it would be fantastic. The additional transportation development obviously poses environmental concerns, but if they can be done with minimal impact, that would be desirable.</p>	<p>Cottonwood Heights</p>	<p>02/05/2015</p>
<p>The current plan lacks detail to comment. Especially where lands are concerned. Before going any further that needs to be spelled out ASAP.</p>	<p>Cottonwood Heights</p>	<p>02/04/2015</p>
<p>The destruction of Little Cottonwood Canyon for a Train or extra lanes is unacceptable. It would destroy the environment of the Canyon! Responsible stewardship of the land is Not destroying it for extra lanes or a Train that very few will ride. A quality recreation experience is not going to happen in LCC with a train coming through it or extra lanes creating hard barriers for dispersed users in places. A vibrant economy can not be achieved by destroying the Canyon they come to see, or saddling taxpayers with a huge bill for a Train. An environmentally sustainable transit system is more frequent busses.</p>	<p>COTTONWOOD HEIGHTS</p>	<p>03/16/2015</p>
<p>The legacy of one of Utah's most important resources will be lost with this plan. Protection of our watershed for future generations will be jeopardized with the addition of rail on a new route up Little Cottonwood. I hear the goal of preservation of our watershed but a new corridor is a major disruption of the ecosystem. Connections of all the resorts will make us a copy of Europe instead of unique. I am a season pass holder and daily I praise the local feel of our resorts. This will be lost with the proposed expansion. Smart express buses on existing routes with parking solutions and transit hubs will enable growth with conservation.</p>	<p>COTTONWOOD HEIGHTS</p>	<p>02/09/2015</p>
<p>The plans for a Train or widening the road in Little Cottonwood Canyon would destroy it. L.C.C. was too Environmentally Sensitive to hold events in the 2002 Olympics. Its a main source of water for many. The Little Cottonwood Canyon Trail is a very popular and has heavy use eight months out of the year. This Trail belongs to the people and is not to be destroyed to make Ski Resorts richer or give job security to UTA or Udote. Bus service in Little Cottonwood Canyon is not frequent enough and does not go into late spring, more buses is the answer. Employees of Ski Resort need to be required to ride a Bus.</p>	<p>cottonwood heights</p>	<p>03/13/2015</p>
<p>The prime objective of the accord should be to preserve and strengthen the watershed. The mountains are already overused for skiing. Improvements should be made in providing non skiing recreational use - better trail access and improved trails. Natural gas or electric bus access should be FREE with multiple stops for trail access during ski off season. Make car access expensive except for canyon residents or resort guests.</p>	<p>cottonwood heights</p>	<p>04/30/2015</p>

	The stated purpose is not, in my strong opinion, even approached, much less met. A real plan to protect the canyons would have had a HUNDRED YEAR focus. This is a 40 year real estate professional's development plan for our mountains--not a protection plan of any kind, for any place, much less the mountains, in my assessment. Twenty years from now, we'll be back at the same tables wondering what happened, because neither wilderness nor watershed is addressed, in any substantive way, in a permanent fashion in this "blueprint." Let's also acknowledge the fact that "rail" is a 19th century solution to a 21st century problem. If this were anything other than a real estate scheme, you shouldn't have been DISCUSSING rail at any point; it's well established to be prohibitively expensive, particularly for "small" urban areas with almost no existing rail service. If this were anything other than a real estate development scheme, you would have been talking about designing rights of way, not "rail lines." A protection plan would have focused on developing a proper transportation "network" across all the counties in question, with much less emphasis on "getting to the X canyons" in particular, and more on a plan to make it possible for anyone to walk out of their home (regardless of "density") and walk to a transit stop within a block of that home, and be able to go to work or play anywhere on the Wasatch Front/Back, for either work or school, without getting into a car. A properly working network of that kind would serve the tourist trade JUST as well as it would Utahns, and it would do so year round. However, a "network" of that nature wouldn't push "dense development" in specific places. It would allow denser development to evolve naturally over time; and it wouldn't make developers much money. It's nice that so many people sat down at the table together, but in the end? The mountains are still at the mercy of those who would exploit them for short term financial gain, and those of us who rely on the mountains for water, etc. are left sitting at the end of an empty pipe.	Cottonwood Heights	03/03/2015
	there is zero need to connect the back with the front (by lift or tunnel). anything summit county (deer valley, vail) is doing is strictly for tourism. i'd gladly pay \$345 per year per person to NOT bring more tourists to the cottonwood canyons.	Cottonwood Heights	02/24/2015
	This is very interesting. I'm not sure that the transit system as proposed is financially sustainable. I don't understand the concept of looking for a solution in a vacuum that does not include what that solution would cost, or how that cost would be funded.	Cottonwood Heights	02/27/2015
	Too many concessions to resorts at the expense of the wilderness.	Cottonwood Heights	03/19/2015
	Too much concession is given to ski resorts. There should be no physical expansion outside physical boundaries in the Cottonwood Canyons.	Cottonwood Heights	05/01/2015
	Too much emphasis on the Cottonwood Canyons to Park City connection. This should be way down on the priority list of the transportation solutions.	Cottonwood Heights	04/27/2015
	Utilizing the existing transportation alignments as proposed makes the most sense. I don't think busses up the canyons with the exception of Parleys will be utilized. Rail or Aerial Tram/Gondola up Little with Aerial or tunnel to Big & PC makes the most sense to me.	Cottonwood Heights	02/11/2015
	We don't need more roads. We need viable mass transit. Trains and tunnels would be the best, albeit not the cheapest. The backcountry land would remain intact, and transportation would be solved. And if it eventually connects to the East side of the Range toward Heber, the mountains local population could now chose to live in a way cheaper community and help avoid the population growth over the SLC Valley.	Cottonwood Heights	04/29/2015
	While I cannot say in regards to a "vibrant economy", What we have in the Wasatch Mtns /Cottonwood canyons / Park City area is priceless. Over the past 25 yrs however I have personally witnessed more traffic, more building, more congestion especially in Park City, but also in Big / Little canyons too. Preserve and protect should be the first priority. Clean, sustainable natural resources are why we moved here in the first place. Sadly that is slowly slipping from our grasp, and this winter is a precursor of what is to come with the advancement of Global Warming. An old line from a movie is fairly prophetic: "If you build it, they will come."	Cottonwood Heights	03/12/2015
	While I think the environmental analysis uses the best available scenarios for global warming, I'm concerned that too much planning is based on what the analysis admits is "uncertainty" for future precipitation amounts and forms. First of all, I think there's been too much linkage between regional population growth prognostications and growth in the skiing/snowboarding industry. My guess is that skiing and snowboarding user numbers are going to be essentially flat, if not decline, over the next fifty years. A lack of naturally falling snow and increasing difficulties in manufacturing artificial snow due to warmer nighttime temperatures are going to make skiing and snowboarding less appealing. Hence, we might not need dramatic transportation infrastructure. The Accord seems to assume the ski industry's rosy growth figures, which are self-serving, and which don't look at global warming with enough sobriety. I also question the overall regional population growth estimates. As water becomes more difficult to find in northern Utah and as the public acknowledges that withdrawing Bear River water from Great Salt Lake would create more problems than benefits, water is going to limit population growth due to its dramatic increase in costs. Granted, we can generate a lot of "new water" via conservation, but there are limits to that resource. My guess is that a dramatic decrease in available water will not only dampen population growth. It's also going to upend centuries-old water law maxims that simply won't make sense. I realize how difficult it is to plan for "uncertainties" and I think the Mountain Accord is about as good as one could hope for in trying to balance competing interests. I do think, however, that it places too much emphasis on growth. I'm afraid that there's too much "if we build it, they will come" approach to transit projects; i.e. putting the cart before the horse. That growth might not materialize, and I'd suggest putting the most fanciful transit options (tunnels and rail) on the back burner. They might not be needed, and if we went ahead too soon, the environmental and financial costs would be tragically spent.	Cottonwood Heights	04/29/2015
	It seems like there is more concern to increase recreational use with the hope of generating additional revenue with only a nod to environmental concern. Perhaps it would be a better plan to limit or decrease winter mountain recreation, develop new economic opportunities from other sources and in the long run maintain, develop, and improve vital, life-giving resources of clean air and water. After all, tourism is a finicky, soft industry...bad air quality, adverse snow conditions, poor water supply, over crowded conditions (to name just a few) result in a poor tourism economy.	Cottonwood Heights City	02/20/2015
	The Blueprint will shift transportation from one overcrowded corridor system which will strain other transport corridors and put unsustainable numbers of people on the mountain tops. This is a very poor, if not disastrous, idea.	Cottonwood Heights City	04/21/2015
	The Mountain Accord fails to prioritize the various competing interests. For example, surely water resources take a higher priority than ski resort development.	Cottonwood Heights City	05/02/2015
	This is a real pretty brochure, but doesn't say much about the impact to the land, the existing trails and current residents. Some of the arguments in favor of running light rail up LCC include avalanche road closures, traffic, parking, pollution, etc. Unless you put this thing underground (which will be an exciting ride up, unless you consider intermittent windows or views into the canyon) then it doesn't do anything different than a CNG bus would do, which aren't crowded now. If you're going to do a project of any scale, do it right and spend the money to build a tunnel and have the train/components engineered correctly so you don't fup the canyon. LCC is amazing, don't ruin the trails (especially the quarry trail). This needs to be low-profile, low-impact (including quiet), etc. or leave it alone. Are you going to close the road to vehicles? Is the train going to be mandatory? If not, what is different than CNG buses ... think and plan beyond a marketing scheme, please	Cottonwood Heights, San Francisco	03/12/2015
	Highest priority must be given to protection of the watershed and what remains of our natural environment, with a much lower priority for increased economic development (i.e. inter-connected ski areas). Improved bus transportation, subject to seasonal demand is important and appears to be properly addressed. All existing federal lands should remain federal lands to receive offer the best protection for the natural environment.	Cottonwood Heights, UT	04/18/2015
	It is very important to me that the remaining natural environment be preserved in the Cottonwood canyons and that actions be taken to limit further degradation.	Cottonwood Heights, UT	04/18/2015
	The details are missing, but that is probably to be expected at this stage. It's not clear how the grand plan will be implemented, enforced, funded. I have three primary concerns: Watershed, watershed, watershed.	Cottonwood Heights, Utah	03/05/2015
	Regarding traffic, I support the approach of incentivizing public transportation (free) and de-incentivizing auto traffic. That is a bullet point, so obviously it is being looked at, but change the most harmful with the least damage. Regarding Little Cottonwood Canyon, any plan which negatively altered climbing access would be poorly received. It is such a part of the jewel which is Little Cottonwood and too much is already restricted (or blown apart). Thank you!	Cottonwood Heights, Utah	05/01/2015
	The "blueprint" fails to define where the tracks component would be located within little cottonwood canyon. I have read it several times, I have attended meetings, and I have never had this question answered by anyone associated with this proposal. However, I have learned through extensive research that the answer of Mountain Accord is to build a rail line up the south side of Little Cottonwood Creek. No wonder Mountain Accord does not include that information in its "report". Sandwiching the creek between the existing road and a tracks line on the south side of the creek entirely ruins the outdoor get-away nature of the unique access the valley residents have to our wonderful mountains. The mountain experience will be entirely ruined forever. Deceitful. The multiple choice questions are a carefully calculated facade designed to trick the public into answering generic feel good questions in a way that supports a hidden agenda without revealing the truth so that an informed public survey will garner real responses. I entirely reject the proposal of a rail system going up the south side of little cottonwood creek. Such a rail system will entirely end the canyon I visit at least 2 weekends and 2 weekdays of every month. Reveal the truth, publish the truth, and start over. If you do not want to reveal the truth, it is because you know the public reaction will be overwhelmingly negative. Suggestion: Put the rail system under the existing road. A double deck approach. You get your rail under an avalanche protection cover, and we keep our canyon reasonably accessible.	Cottonwood Heights, Utah	03/15/2015
	Any proposal that promotes more visitor days is counter productive. The Wasatch is a resource limited environment. It is already over capacity in terms of use. The current Wilderness areas provide limited Wilderness Experience, the remaining is beat and over run. Promoting further use will only exacerbate the current problems. Maintaining or enhancing the economic potential is the real rub. My experiences in the Wasatch do not need enhancement to benefit someone else's pocket book. That includes State Government. Further development or build out of the Wasatch will not achieve the stated goals, as noble as they sound. This proposal is an attempt to have our cake and eat it too. What I propose is far more draconian, user limits need to be put in place. This will become more necessary as the use increases. Major Rivers already have a lottery system for permitting access in which users seem to support. As it stands, the Mountain Accord proposal is only kicking the can down the road.	Cottonwood Heights	02/05/2015
	As Background, I moved to Cottonwood Heights from Boston because the access to both backcountry and resort recreation could be so quick and easy. I Backcountry ski, Hike and Bike in the canyons 4-5 times per week and also have a pass to Snowbird/Alta and ski there 1-3 days per week. I am also a financial analyst and understand the economic implication of this study. Overall I think the blueprint is a decent compromise where all parties give up some ground so that the canyons can succeed for everyone. -Tunnels with bus/train service would be the ideal way to transport from LCC to BCC to PC and I suggest they be implemented first. This would relieve some traffic from the road up the canyon without having to add additional lanes. -Preserving grizzly gulch should not be a "maybe" and must be part of the land swap to make it an equitable exchange. There are times I am on Patsy Marley and can see more people recreating in Grizzly than on lifts at alta. Keeping grizzly will keep BC skiers coming to LCC and SLC - Its unclear to me how rail/2 dedicated lanes of bus service would fit in LCC without having a major effect on the landscape of the canyon. I do not think a 4 lane highway or raised rail is "responsible stewardship of the natural resources" and would be a visual detriment to the beauty of the canyon. - Mary Ellen should be preserved with the true wilderness that the greater american fork canyon is. This is a 4 season recreation area for many people seeking a more true backcountry experience that cannot be had in the cottonwoods due to the high level of development and traffic. LCC in particular already has significant development and that development should be contained to LCC and not sprawl into American fork. There are also many snowmobilers who are not allowed in LCC/BCC. - Additionally, Snowbird is already a massive resort and no visitors I talk to see any need for it to be bigger. Most tourists hardly scratch the surface of their terrain. Additionally Snowbird already has a hard time keeping its existing terrain open due to avalanche danger and would likely have a very hard time opening Mary Ellen on top of their current terrain. - I think a plan to relocate the powderbird heli ski operation out of the LCC/BCC ridge line should be included in the plan long term. As the population and backcountry use increases there is just not enough room along that specific ridgeline for tourers and helicopters. The Helicopters can easily fly a bit further while tourers cannot, yet the huge touring population contributes significantly to the local economy and they should not be deterred from the canyon. For more detail my cell is 617-459-8789 and my email is nicholasvasquez@gmail.com	Cottonwood Heights	02/10/2015
	Given experiences in other areas, I believe that simply providing light rail and other transit options will not be enough to change behavior. I would consider park and ride options using the "congestion charge" technology used in London or Oslo. This would mean that cars still wishing to drive up the canyons would have to pay a fee to do so. This is done on line with no toll booths. Automatic license plate recognition systems monitor the car entering the canyon and a charge made. The owner would have to pay the charge before the end of the day or set up a auto credit card payment, which is what most people do in London. You only pay when you enter the charging zone. Administration is kept to a minimum. It does force drivers to consider the cost of taking their car or parking and riding. The cost of parking and riding needs to be lower than taking the car. The income from the "congestion charge" can be used to subsidize the transit price. You retain the flexibility for people who need the car, young families, people with mobility problems. Without it, transit facilities will not get economic use.	Deer Valley part of year. Otherwise London	02/05/2015
	I don't think that environmental protection is being achieved when the proposal calls for huge transit up the Canyons.	Denver	03/03/2015
	As a tax paying snowboarder, I find any expansion of Alta extremely offensive. How dare you try to even further limit accessibility in the Wasatch. This plan is a direct attack on snowboarders and shows the extent that discrimination is accepted in Utah.	Don't worry about it	04/30/2015
	Buses are not a solution. They sit in the same traffic delays. Plus they stop running at 5:30. Can't have dinner after skiing. Can't socialize. They are ridiculous in their current use. I would like to see an ELEVATED electric monorail similar to Disney world so the impact on the ground is minimal. Little noise, disturb the animals, safer from avalanches, does not clog road. Something that can even be used by commuters in PC and Heber to quickly reach technology jobs in Draper and Lehi	Draper	04/30/2015

	Forest Service designation of public lands is adequate - additional designations are not appropriate given the proximity of these lands to a major population center and increase in demand to use these resources. Current Blueprint does not adequately how to address the expected increase in population and demand to access the public lands... an improved trail network is good, but it does not address increased demand on picnic areas, campgrounds, ski areas, parking and backcountry uses. The blue print should address how to responsibly accommodate the expected increase in demand through identifying areas for additional parking, picnic areas, acceptable ski area expansion areas, improved access to backcountry areas, campgrounds, etc. The current blueprint seems slanted to placing more restrictions on public lands rather than providing a plan to provide more access to public lands in a way that minimizes the impact and helps to preserve the wonderful resource we have. Public lands belong to the public and the blueprint should be facilitating public access and use in a responsible, sustainable way. More restrictions are not in the best interest of the public at large, but the few who do not desire to share the backcountry in particular with others. We have great resource here. People come from all over the world to use it. In my opinion the blueprint needs to strive to make it convenient to access and use, but do so in a manner that minimizes the impact on the resource. Improved transportation linked to Park City and improvement of infrastructure to support the coming increase in demand need more of a priority than acquiring the private lands and placing more restrictions on public lands.	Draper	04/30/2015
	Full disclosure: I don't ski. But the idea of great driving routes through the central Wasatch is exciting. I would travel between Park City and the Salt Lake metro more often because the drive would be fantastic. More people would visit the mountains year-round, bringing business to the ski resorts. Instead of being out-of-the-way, the central Wasatch could become the most beautiful part of a well-connected Salt Lake City metro.	Draper	02/04/2015
	How is it that relatively recent changes in resort ownership happen to benefit so positively from exploiting our natural resources? Like many concerned citizens I fail to see any benefit from the transportation proposal in this plan.	Draper	05/02/2015
	I can't imagine this valley without it's little cottonwood canyon just as it is.	Draper	05/01/2015
	I would love to see large park n rides at the bottom of the cottonwood canyons with increased bus service, more stops at trailheads, and avalanche bridges.	Draper	02/04/2015
	In the whole Mountain Accord process locals need to be realistic that intensive development in the alpine watershed has a real impact on the watershed and that Wasatch Front population will grow and snowpack will become increasingly unreliable. The NY Times article at the bottom is worth a read because the Wasatch Front will start hitting California style water limits in the next couple of decades. We need to do all we can to preserve our watershed. Linking Big and Little Cottonwood to the Summit County style intensive development and million dollar lots will pressure the watershed greatly. What Canyons Resort did to destroy their watershed should be a big red flag for the 600K people who rely on Big and Little Cottonwood for water. We can afford the same mistakes in the more critical watersheds. Take a look at the quality of East Canyon Stream over the past 2 decades. It went from a high quality fishery to a EPA impaired waterway. The headwaters are in Canyons Resort and intensive alpine development crushed that stream. Take a look at before and after photos and some snippets from water quality studies on East Canyon. <a href="https://www.facebook.com/pages/Stop-Skilink/188174407941048?sk=photos_stream">https://www.facebook.com/pages/Stop-Skilink/188174407941048?sk=photos_stream</a> Specific feedback is that SL County Watershed managers ought to have a huge voice in the entire process. I think that smarter parking policies in Big and Little Cottonwood can go a long way. 3, 4 or more in a car get good parking while solo drivers park in distant spots or pay a fee like JHMR. LPG or CNG powered buses in combo with more expensive and restrictive parking can solve much of the traffic issues. A train on a separate alignment is too expensive and too impactful to the watershed and viewshed in LCC. Linking LCC and BCC creates risk and development pressure in the critical watershed. "The idea, at least until the latter part of the 20th century, was that water would be cheap and plentiful and the focus was on developing new supplies," said Heather Cooley, water program director for the Pacific Institute, an environmental research group based in Oakland. "Folks realize we have now reached the limits of supply, so the focus is on demand." <a href="http://www.nytimes.com/california-drought-tests-history-o...">http://www.nytimes.com/california-drought-tests-history-o...</a>	Draper	04/05/2015
	None, but I did want to comment on the transit up Little Cottonwood to Park City. I think that this is a genius solution and totally support it.	Draper	02/05/2015
	Schoonover no trains and no tunnels in our canyons you can get more buses thanks	Draper	03/12/2015
	Stewardship of our Watershed Health and Recreation Resources vs Killing the Goose that laid the Golden Egg. Elements of the Wasatch Accord "proposed blueprint" are very good, but some of the options still under consideration represent significant short sighted folly, in my view. Notable positives include the transfer of private land to public in exchange for specific, discreet and thoughtful ski area base camp development makes sense. It provides certainty for the preservation of both watershed health to important holdings, and certainty to the resorts for base camp support facilities that can be developed with best management practices in mind for protection of water quality (rather than ad hoc and less planned dispersed development). However, several options on the transportation table will almost certainly exceed the carrying capacity of a healthy watershed, resulting in degradation of the mountain recreation experience and healthy watershed. While the Wasatch Accord and blueprint study notes the trips to the Wasatch are nearly 2x that of Zion NP and population pressure is expected to increase many times over in the future, all but one of the transit alternatives are based on the premise that added transportation of more people is better. Quite the contrary. Look at the heralded successful approach of Zion. Leadership and stewardship of the Wasatch would emulate that successful approach of managed access to retain the recreation experience and health of the ecosystem. Notably, Zion does not have the same pristine drinking water supply water quality resource to protect, yet the value of a reliable and high quality water supply in the Wasatch will increase dramatically to supply the growth in the region. The only sustainable transportation options are those which recognize and honor the healthy population carrying capacity of the mountain watershed, both in terms of vehicles coming up the canyon, but also in the safe number of people who can and should be "extracting" recreational resource value from the area. Do we want an experience that boasts 80,000 persons on the mountain in a day with respective "footprint" of deleterious impact on the recreation and local environment, or a healthy experience which boasts a quality recreation and quality watershed health? The transportation decision we make will dictate the protection or decimation of our resource, and respective value we receive in return. What is the healthy carrying capacity, and what is the transportation management scheme which assures that? That is the question and strategy we should follow.	draper	02/15/2015
	The proposal relieves economic congestion to the Park City area, in exchange for land protections surrounding the Park City area. It does not benefit those that love big and little cottonwood canyons - the majority of the patrons. Instead, it creates a transit system that will draw more destination tourists from the park city area into big and little cottonwood recreation areas, and also vagrant traffic on public transit from the valleys. This does not benefit those who truly love, use, and appreciate the local resource. The protections offered in exchange are vague and unsubstantial. Increased use, and increased marketing will only bring more people and commercial traffic to the area, damaging the environment. When rapid growth is a concern, why do we push to grow it faster? Jobs created will be low wage, resort jobs, developers will benefit wildly with large property/business owners, while local, Salt Lake Valley people stand little to gain.	Draper	03/06/2015
	There's a good existing trail connect from Big Cottonwood canyon (at the elbow on the Guard Road) to the top of PCMR. Including this option would improve your regional/recreational trail connections solution	Draper	02/10/2015
	Outstanding, comprehensive solution - well done!	Draper, Utah	02/09/2015
	Less development the better for canyons. Continue to work on trails and transit to reduce impact.	East millcreek	05/02/2015
	I absolutely support the blueprints proposal of a train providing access to the canyons. Taking as many cars and buses off the narrow canyon roads would decrease pollution, lower the number of accidents, decrease congestion in the canyon and provide Utah with a unique approach to mountain access that doesn't exist anywhere else in the world. Being able to take a train from downtown to so many world class resorts would be a huge differentiation from other competing winter sports venues across North America and the globe. Let's make it happen!	East Millcreek Township	02/05/2015
	Unouched areas are what I want to see more of. Less transport and especially less over to Summit County. Don't ruin Summit County like you already have to the Canyons and SLC.	Echo, UT	04/16/2015
	The maps are a little difficult to read. More interactive maps (like ski areas have) would be helpful. There are features through ESRI and others that allow you to hover over a portion of the map and have something that is geo tagged to pop up a detail that gives more information. I know these are intended to be very general but some of the ideas like transfer of private land across the Hwy from Alta could easily be depicted this way. I did not see a cost analysis any where in your presentation. Even a just some general figures like How much is Rail per mile? How much is dedicated bus lanes per mile? How much are gondolas per mile? tunnels? Where will the money come from is where the rubber meets the road. Feds, State, resorts, general public (locals and tourists) all play a huge role in how we pay for this.	eeefrum	02/05/2015
	I feel a transit corridor with light rail or something similar is essential to this plan	Fruit Heights	04/21/2015
	A realistic, more economically feasible solution for Little Cottonwood Canyon needs to be implemented. Connecting canyons via tunnels is unnecessary and very expensive. The exact same statement can be made for the construction of a light rail. Utilizing natural gas powered buses that can respond to the demand is a much more environmentally and economically responsible. The purpose of Mountain Accord seems to be striving for economic development and less interested in conservation and minimizing impact. To be honest, I am disappointed in what has been proposed thus far. I had hope that Mountain Accord was well aligned with my goals for the Central Wasatch. Now it seems clear that it is just another proposal to make money for the state in the long run.	Granite	02/12/2015
	Current signage indicating avalanche-related canyon closure is insufficient to inform idiots and enthusiasts alike.	Granite	03/15/2015
	I am concerned about the environmental impacts of a rail line going from Sandy or Cottonwood Heights up Little Cottonwood Canyon. This seems to allow economics to trump the environment and I believe that there are more effective as well as cost-effective ways to achieve the same results.	Granite	04/05/2015
	I have grown up in the shadows of Little Cottonwood Canyon. When I went through my divorce I found a lot of peace and solace on the trails I grew up on. My friends and I have done group dates or hikes up those trails. I went trail running with a good friend on the quarry trail. The community loves those mountains, please don't ruin them by increasing traffic and destroying the landscape with more man made items. One of the things that keeps Utah unique is our beautiful mountains, I can get to Park City in 45 minutes from my house. I have been rock climbing in both Parley's and Little Cottonwood and there is a huge difference between the two. One is peaceful and beautiful and one is loud and busy. Please don't ruin one of the best things about Utah to save people 15 minutes of driving time.	Granite	03/15/2015
	The blueprint is truly ridiculous. I live at the mouth of Little Cottonwood and I have rarely seen the canyon as crowded as you say it is in the photos contained in the blueprint. I drive up weekly and there is never any traffic. Did you take the photos on days the canyons were closed due to storms or avalanche control? It's almost comical. BCC and LCC just simply aren't crowded. I strongly oppose any building of tunnels or byways through to Park City. Stay out of some of the most beautiful canyons in the country.	Granite	02/04/2015
	You're hearing from an 88 year-old skier who has skied all over the world. I applaud the Mountain Accord initiatives. Only pro-active intelligent analysis will preserve the extraordinary Wasatch natural resources. In particular I would like to focus on the Albin Basin and Alta complex. With the authority of my world-wide experience I can proclaim that there is nothing like it anywhere. It must be preserved as it is. It could easily be developed in ways that would destroy its unique character. Please preserve this jewel for future generations. There are plenty of other locations that are willing and able to support development.	Greenwich, CT	02/06/2015
	the term "responsible" is subject to ones interpretation depending on ones view point. It is possible for some one not in tune with our historic view to say that what is proposed is not responsible in light of a view point which says there should be more development of the Alta Town area.	Greenwich, CT. 06831	02/05/2015
	Digging tunnels is NOT the solution!! We need to incentivize people to use the already existing transit, ie if you ride the bus to ski you get X off your ticket/pass...or creating a lane that is strictly bus access so if we drive we can see the obvious benefit to taking the bus. A tunnel to Park City is not cost or environmentally effective...why not work to create a routine all day bus system up/down Parley's that would not only serve skiers but also people that work in PC/SLC. Bottom line, unfortunately, we are a very "ME" focused society, so we need to find a way to convince people that using public transit is beneficial to "ME", ie. I can do work and respond to txt and email on my way to ski and take care of business so my ski day can be that much longer, and I don't risk being a distracted driver!	Heber	05/01/2015
	The Accord addresses a number of Wasatch Back goals concerning development Vs stewardship. To me that language is optimistic in Park City and a dream for Wasatch County. I do not have the feeling that Wasatch County currently possess the ability to implement anything but unlimited growth. Which I was wrong...	Heber	04/01/2015
	Forget about it and don't waste tax money. There is more than enough bureaucracy already.	Heber City	02/10/2015
	I feel that the human footprint in wilderness areas has already encroached on wildlife to an unacceptable level. Even though I am an avid skier, I am not in favor of ski resort expansion into any additional area, regardless is the area is already "side country". The loss of Grizzly Gulch to Alta is unacceptable. My recommendation for mass transit and private transit up the canyons is to increase the availability of the ski bus to run all year long. Can we convert the buses to use propane or in the future, electricity? As for private transportation... lets ban single passenger vehicles from the canyons and charge a fee to any car pool that is not using an electric or hybrid vehicle. We need to get serious about air quality and decreasing greenhouse gas emissions before it is too late.	Heber City	04/09/2015
	I like all aspects of the proposed action. However, I suggest revising the format of you document to make it easier to read. I use a 23 inch monitor on my desktop. Your choice of a very wide format for each page is very difficult to read when I get the font to a readable size (11 to 12 point). I am constantly scrolling from side to side. On any screen of a smaller size, it is going to even more difficult. Do not make potential proponents ignore your message due to this format.	Heber City	02/10/2015
	On the face of it, it is a compromise, not necessarily bad, between the resorts versus taxpayer burdens and encroachment on limited wild lands near SLC. If the build out of new developments (these will inevitably become towns and perhaps small cities) can be kept in check, a centralized on/hotel area is not a bad tradeoff. The high alpine areas will not support more of the mega-home development that this plan is a precursor to.	Heber City, Utah	04/14/2015
	I think it looks good as is. I prefer the current blueprints and I am happy that there is little housing and a lot of protected lands, increased transportation and recreational use areas.	Herriman	04/30/2015

	The blueprint uses misleading terms to describe the transportation corridor between Big Cottonwood canyon and Park City. It is not clear that existing public watershed land would be impacted and potentially lost forever if such a corridor were built. The blueprint should include a path to charge for private transportation in the Cottonwood canyons. With this option in place, public transportation becomes a means to limit vehicular impact on the canyons.	Herriman	04/30/2015
	I think all you are doing is destroying the Pristine mountains that the Utah born locals Like myself grew up in and love.For Commercial profit and hiding it behind a veil of environmental issues to do it...if this organization had any desire to preserve the wasatch mountains It would limit development in these places that people should only be invited to visit. Not stay There is nothing here preserving Utah's public interest all of these proposals only serve the interest of Utah politicians that are bowing down to slip up some of Colorado/California investor profits via taxes this is why the federal government wants to take it from you.I am not much for federal government meddling in state affairs. But I think in Utahs case big brothers/uncle Sam is right. This seems like a lot of very greedy people that can not see the forest through the trees and they see the dollar signs through those trees and are willing to tear them down to get a better view of those dollars. Asking for public input as though it matters we see the development of parking lots and such that will just coincidentally and conveniently lie in with your mass transit routes (train) that has not been approved yet.	Herriman	02/10/2015
	I think the plans need to recognize that the canyons are used in three distinct ways: 1--Summer. Fewer visitors doing many different things. Parking lots are often full. People are going to many various locations. Traffic is not a major problem (now) but access points are generally insufficient. Note full lots at most hiking trails, notably those in the Alibon Basin. 2--Winter, typical day. Current transportation and access seems to be working well. 3--Winter, holiday and weekend. This is the current problem. Too much traffic and environmental impact. However, this really is only a few days a year. Also, the plans do not consider the need for additional restrooms. In the summer, there are very few restroom facilities (none at Brighton resort). This is ironic since dogs are not allowed in the canyon. However, human waste is certainly being left throughout the area, especially in the summer.	Herriman, UT	03/11/2015
	I have lived all of my life in Cottonwood Heights and Little Cottonwood Canyon. Specifically I lived in Little Cottonwood Canyon in Wasatch Resort for 17 years. In my opinion the goals of preserving the recreation experience, watershed, and unique beauty are not being met by your proposed actions with light rail transit up Little Cottonwood Canyon and connecting to Park City. It appears that you say that you are looking out for the environment, but actually 95% of the system groups were those who would benefit economically from this new transit line. This proposed action will only detract from the experience in these canyons. There are already a lot of people who visit these canyons. The mountain accords proposal will just bring more people and congestion. You won't be able to enjoy the peace of nature anymore. Rather it will be a place of constant movement and noise. There will be no tranquility left. It appears that those who stand to benefit most are the ski resorts and other groups that are economically invested as well. This is truly not about air quality or preserving the wilderness. In fact it is the exact opposite. It looks more like a parasitic relationship where one benefits and the other one is harmed. How can blasting through the mountain be beneficial for our watershed and the wildlife? It appears that the Wasatch Front will stand to lose a very valuable and irreplaceable resource just so that a few economic groups can benefit. This is not the right thing to do. I am a skier who enjoys the ski resorts in Little Cottonwood Canyon, but I do not believe that this proposal is the answer to traffic concerns. The only thing it will accomplish is to make certain groups more money at the expense of our canyons. Please consider my comments when making these decisions. My grandfather fought for the environment and the water in Little Cottonwood creek when I was a child. My mother has also worked with the Forest Service and fought to preserve the water in Little Cottonwood Creek. A study was done by Brigham Young University's Biology Department which linked the de-watering of the creek to certain environmental changes in the mouth of the canyon. My point is that certain consequences can't be mitigated away no matter how much you try to rationalize them. I feel it is in my opinion a biased proposal because of so many conflicts of interest. It really makes me feel depressed that my children will not be able to enjoy the same Wasatch front that I grew up in. Instead of being a place of refuge and peace from city life, it will be just a continuation of it just a little higher up. Please look into other alternatives that do not have such an environmentally devastating impact. For example what about a shuttle service up the canyon like they have in Muir woods CA and in Zion National Park.	Highland	03/06/2015
	I like the idea of buying up private land for to protect and increased environmental protection for other lands. I am strongly against selling off parts of the LLC to be privately owned. I don't like the proposal for a train and tunnel in little cottonwood canyon and an aerial connection between big cottonwood canyon. there should not be any new lifts, trams, or gondolas allowed in LLC and BCC, or anywhere on public land along the wasatch. Trams, lifts and gondolas, and high rise condos all pollute the landscape and take away from the experience of being outdoors. Guardsman's pass already connect BCC to park city, why not just pave the dirt sections and plow it in the winter and only allow busses to connect people along guardsman's pass?A train is just flat out excessive and would be way to disruptive to the mountain environment.I think a better idea would be to have something similar to what they do at Zions national park, where you park and take the bus to where you want to go and no cars are allowed. You could have a big parking garage where the current park and ride is at the base of BCC and have busses that go up both canyons all day and restrict all cars, or add a significant fee to drive a car up like \$30 or something.	Highland	04/16/2015
	please not add. Train and All lifts to our mountains.....	Highland	04/16/2015
	The fastest growing area along the Wasatch Front is Utah County, and this is where a third of the Wasatch Front lives today. I would like to see more options for getting to the ski areas from Utah County. For instance, a single ski lift and parking lot near Tibble Fork Reservoir in American Fork Canyon to Mineral Basin/Snowbird may alleviate drive traffic up to LCC/BCC/PC by a third.	Highland	03/12/2015
	Very against trading current public lands for private lands.	Highland utah	02/07/2015
	Alleviating traffic congestion and parking problems - Install gondolas and large parking lots at the mouths of Big and Little CC's, similar to Canyons Resort and Breckenridge. Vibrant Economy - Launch a marketing campaign to convince the world that Utah is not as stodgy and restrictive as many think. Utah resorts have neglected season after season many things that Colorado has done right. Excellent guest services, ample parking, a live and let live culture, business partnerships that help offset the cost of travel (Frontier Airlines), competitors, low season pass prices, the list goes on. The Mountain Accord is a ruse to build and sell million dollar cold beds. Give this up, and start attracting more visitors through the things mentioned above, and not attracting a few "one percenters".	Holladay	03/11/2015
	Be careful not to destroy the resource you are trying to protect. I am opposed to aerial links between the resorts. If tunnel links are to be built, let them become the primary access to the Cottonwood Canyon resorts via high-capacity rail to Park City via Parley's Canyon. Yes, that would be greater distance to Snowbird or Solitude, but it could be quick (and certainly more than competitive with Colorado resort access), and it would prevent aesthetic destruction of the Cottonwood Canyons by adding more rail/bus/bike lanes, etc. Please make sure that hikers will still have easy access to the many trailheads in the Cottonwood Canyons. The ski resorts are not the only destinations. I like the Millcreek model of charging for access.	Holladay	04/24/2015
	Because of the current transportation bottlenecks, I would suppose that a limited number of people recreate in the mountains. If transportation was eased-how would the increased user traffic look? I'm not sure that the increase in users has been considered- both from an environmental standpoint- both wilderness use as well as private ski area use.	Holladay	02/04/2015
	Building a rail line up Big and Little Cottonwood Canyons with supporting shops and lodging will significantly increase the number of people in the canyons, especially those who would not otherwise make an effort to enjoy our mountains absent the new conveniences. While an increase in the number of people in our canyons is sure to increase the monetary economies surrounding those canyon rail stops, the environment and recreation will suffer drastically. A rail line in the canyon means that one cannot ride a bicycle in the canyon. A rail line will also increase canyon congestion rather than decrease it because mountain enthusiasts often carry supplies and equipment in their cars that are needed at the trailhead. Casual mountain visitors are unlikely to have mountain stewardship in mind when visiting and will increase the amount of garbage and erosion in the canyon and vastly increase non-monetary economic costs with regard to energy and valuable natural resources.	Holladay	04/30/2015
	Dog owners in Salt Lake City currently have very limited options for exercising with their dogs in the mountains. Presently, the only areas south of I-80 in Salt Lake County are the front range areas and Millcreek Canyon. It's too hot to hike with dogs much of the year on the western front of the mountains. Closing Millcreek Canyon to private vehicles will make A LOT of people very unhappy because these people now exercise themselves and their pets there. Go up to Dog Lake any summer evening and see how many people are there solely because their dogs are allowed. No shuttle system is going to allow dogs. If anything, more areas should be opened to dogs as the culture changes to more responsible ownership -- no chasing wildlife, picking up poop.	Holladay	02/06/2015
	Get going ASAP, especially with the transportation systems we're gridlocked now enough as it is with the "red snake" in LCC. Build that rail! Thanks	Holladay	02/04/2015
	I appreciate the way you are getting so many agencies involved, as well as the citizens of the community. I'm glad to see that this isn't a plan that only reflects the desires of one group - the environmentalists, for example. It seems to me you are asking all the right questions and taking into account the economic interests, the transportation needs, the desire for wholesome recreation, as well as protection of the environment. Thank you for your efforts. One concern I have is regarding the interests of private parties. It appears that the lands targeted to go from private to public are owned by ski resorts who are willing to make the exchange for better access to their remaining property. That's great. If additional land is needed, please be very careful with land owned by private citizens. I am a strong believer in the rights of land owners and would be disappointed to hear of any hostile take-over of privately held land. Please try to ensure that all concerned parties are willing participants. Thank you again for your efforts!	Holladay	04/30/2015
	I like that there is thought being taken to solving the problems. However, because so much of the Blueprint includes next steps as "evaluation", I think it's difficult to comment on what direction is the correct direction at this point. I would love to see what the "evaluation" yield. I don't like the idea of connecting BCC to LCC to PC off the bat, as proposed here. But I do like the idea of disincentives for cars in the canyons, paying for parking in the canyons, and increased options for better, more reliable, more efficient public transportation in the canyons. These are the things that I think everyone can take immediate action on with a positive impact to pollution and congestion. And, it'll make the user experience in the canyons more enjoyable (less car noise, less pollution, less fear of being hit while running, riding, etc. less parking congestion, fewer wrecks). The reason I'm not excited about the connection between LCC/BCC/PC is the general impact of creating additional roadways, which would seem counter-intuitive to the overall goal of preserving the recreation experience.	Holladay	04/29/2015
	I think the economic goals of the plan are not in keeping with the environmental goals of the plan and of many citizens who do NOT want the natural areas corrupted with economic developments.	Holladay	02/20/2015
	I think the major goal should be to connect Park City with a train system. No one wants to take rapid bus transit. The most enjoyable way to get up the canyon is on a train. Think of how Switzerland does this. Kimball Junction is the area where most tourism occurs and should have better access. Mountain Deli is also an area of interest. Eventually the train could connect through the mountains to the Big/Little canyon resorts. Let's keep people moving through the downtown Salt Lake area and up to the canyons... not have them take off from Sandy. There are fewer tourists or locals that head up the canyon from there. All the convention people and air passengers would love a way to visit Park City on a train from downtown. Have you considered new technology like "Air-Tube" that will be available soon. That would be a high tech draw and possible better cost alternative?	Holladay	02/04/2015
	It is difficult to know the economic and environmental sustainability of the proposed plan as speculation/projection is a major variable.	Holladay	04/16/2015
	It seems you are looking to make money for yourselves.	Holladay	04/04/2015
	It's unbelievable to think you would consider making any kind of tunnel system, how is that being a steward of these mountains.	Holladay	03/15/2015
	Linking Park City with the Wasatch mountains is ridiculous and would devalue the Wasatch ski experience. Transit issues in the cottonwoods is fair to address but please don't make Millcreek Canyon have a shuttle. Protection of the backcountry is key.	Holladay	04/28/2015

	<p>My first comment would be that the whole Blueprint seems to lead back in some way to "we need a train up the canyon" and is entirely too transportation focused. While the transportation issues are certainly huge, I am concerned that "every trail of bread crumbs" leads to there. Yes, big Federal money comes with transportation solutions but I was hoping this effort would be much more than that. While it does address other things, the over-arching transportation issues seem to overshadow those recommendations. For the sake of full disclosure, I was a member of the environment system group representing my then employer, Salt Lake County (no longer my employer). I was involved in the Mountain Accord from the start and previously-named iterations - the Wasatch-Summit Project and in many of the studies leading up to this current effort such as the Mountain Transportation Study. As a Planner for Salt Lake County, I also dealt extensively with the ski resorts from early 2007 until late 2014 and was working on new general plans for the Wasatch Mountains of unincorporated Salt Lake County and revisions to the FCOZ Ordinance when I left my position in November 2014 for another opportunity. Let's just say that I have considerably more background on this project than your average interested party having been an intimate part of the process on many levels. I think the process was very well-intentioned and that it represents a comprehensive approach to dealing with development issues in the Wasatch Mountains that is truly needed and long overdue. It is not an easy area to deal with politically by any means given the overlapping jurisdictional interests and sometimes conflicting regulations and goals. The balance is certainly difficult to achieve to keep the area from being "Loved to Death" - both an accurate term and the title of an article I published in the October/November 2012 issue of the Western Planner Journal that laid out a good overview of the diverse range of issues and logistical issues in the Wasatch Mountains. That article received many kudos from many of those involved in the Mountain Accord. My largest concern that I will express as a private citizen (but former insider) is related to the tenor of some of the meetings and how any negative comments or concerns expressed by those of us on the various committees were handled. Specifically, it often seemed like there was an end goal in mind for an outcome at many meetings and that any comments that diverted from that end goal were ignored or quashed. There appeared to be little appetite for dissent and those expressing any dissent were ignored at the meeting and left left out in future debates. I am saying that for myself, but other professional colleagues that served on the various committees also expressed similar concerns although they may be limited as to what they can say as they still represent interests on those groups. My point in all this is to simply express that I was somewhat disappointed that despite all the talk about this being a "fair and open process", the reality appeared to be quite different at times. While I completely support the idea of a comprehensive process, I think the way many things were handled in the process thus far left me (and others) with a bad taste as to how honest this process really was and feeling that it was quite contrived at times with a pre-determined conclusion in mind from the start. For the reasons I've expressed in these comments, I initially wasn't going to submit any comments as I felt they would be ignored and not well received or taken seriously. As a professional land use and environmental planner that loves the Wasatch Mtns and has a personal stake in this - I ski and I like the clean water those canyons provide (and the beer made from those waters) I decided to put those concerns aside and comment anyhow as this is simply too important to ignore. I'm not trying to be cynical, but I do want to express that I remain skeptical as to the ultimate motives and end goals given my experience in the process. I certainly would be willing to discuss these concerns in more depth, even with my skepticism remaining because I do think this is far too important effort and issue to ignore. Please accept my comments in the spirit they are intended which is to help in this process. As I said, if you care to follow-up with me, I am certainly willing and those involved know how to get a hold of me. Thank you.</p>	Holladay	05/01/2015
	<p>Properly defined business and use cases would help to better articulate stances and alternative scenarios. At this point, the items presented are still too high-level and require significant supporting data before I can personally stand behind any solution. In other words, supporting high-level due diligence is missing from this initial proposal.</p>	Holladay	05/01/2015
	<p>putting in a ski lift type system from the parley's canyon side of the area through guardsman pass over to the cottonwoods would ruin this area and there is no need for this</p>	Holladay	02/27/2015
	<p>Regardless of anything proposed, I think in the end, at least for what I'm concerned, I would cut as least as possible into nature. Anything that is proposed to restore, reforest and for the environment I agree with. We don't want to pollute our gorgeous mountain with a tourist overload and as for the Canyons/Vail \$50M project, I LOVE wintersports but am concerned that all these updates are going to raise season passes up. If we could keep season passes for locals at least under the \$600 range, as they are being sold now, I'm ok with any changes. I think quantity of People buying season passes with make up for the price difference. If the \$50M is pocket change to Vail, fine, go ahead but if us local skiers end up paying for it, keep things as they are. I know my comment is tailored towards the ski resort only but bottom line, we do care what we end up having to pay for it.</p>	Holladay	02/10/2015
	<p>some kind of alternative to tunnels through mountains must be found. This is an extreme disruption to the natural landscape that defines the Wasatch, which is why I responded as "poorly" to the question of responsible stewardship. I'm skeptical that the transportation options are environmentally-sustainable as well, but I'm not an engineer, and I simply don't know if the transportation options meet that criteria</p>	Holladay	04/14/2015
	<p>Thank you for considering transportation options that will actually work in the long run, like rail. The traffic will continue to get worse without this alternative. Also, with two disabled children, I ask that you remember that the beautiful backcountry is for everyone, not just those who want to be alone in the outdoors.</p>	Holladay	03/12/2015
	<p>The "blueprint" proposal had thousands of hours of work put into the system group meetings and sub meetings over the summer, yet, unfortunately their work is less apparent than the Exec board who were less engaged which resulted in a plan that represented their impressions/interests rather than what was determined by the System Groups. In its current form, I cannot support the "blueprint". But the Mountain accord ideals and the timing give me and many others hope that a more equitable balance can be achieved to accommodate many constituents'/stakeholders' desires, IF there is willingness to concede on some of their desires.</p>	Holladay	03/14/2015
	<p>The Blueprint is generally very good, but it appears to give too great a consideration to the economic needs and not enough consideration of the environmental impacts. For example, the transit alternatives for the Cottonwood Canyons are presented as though they are roughly equal in their cost, impact and effectiveness, without any attempt to address the economic and environmental pros and cons of each proposal. The Blueprint also appears to assume that we need to create a transit system that competes with and co-exists with private vehicles. The likely consequence of that assumption would be the construction of either a widened transportation corridor up Little Cottonwood Canyon, or the construction of a parallel transit corridor, either of which would have huge environmental impacts on the Canyon and the water, not to mention astronomical costs. There appears to be little consideration of using the existing roadway for a Zions Park type shuttle, that could be operated on the existing road, along with limited vehicle use, with little cost or adverse environmental impact. (I suppose this concept might be included within alternative D, but there is almost no discussion of that possibility, or the pros and cons of doing so). Also, the Blueprint is very difficult to understand and to navigate. I have spent literally hours trying to open and try to understand the various links, but there is no explanation or index to explain how one link relates to the others. The information ought to be organized into a single master index with various subparts (and connected links), because the structure of the current information is very confusing.</p>	Holladay	05/01/2015
	<p>The concept of putting a train up Little Cottonwood Canyon to solve the sometimes chronic car traffic issues should be considered separately from the concept of connecting Alta with Park City through a tunnel. The underground tunnel solution tying the three communities of Alta and Brighton to Park City must also be considered independently of the hill-climbing cog railway proposal. Transit solutions that do not require a central railway yard in Salt Lake Valley could function independently as a closed loop system, wholly underground, with daily maintenance performed at a service facility that is part of the terminus. The underground environment in a tunnel is at constant temperature, protected from the weather. This is nothing like outdoor highways and rail lines. A cog-rail train pulling a string of cars adequate for canyon travel is costly over-engineering in a tunnel. Furthermore, it can't provide prompt travel on demand that a queue of, say, driverless, programmed shuttles based on technological advances which might become reality within the next decade. An electric shuttle car system on a closed-loop track would be economically practical in a tunnel. Transportation choices must not be limited to legacy transportation hardware manufactured for other legacy projects.</p>	Holladay	02/24/2015
	<p>The idea of building transportation tunnels through the mountains is Not in the best interest of wild land conservation, water shed protection nor does it enhance the quality of the outdoor experience. Grizzly gulch, The Emma ridge line to Mt. Superior should be designated wilderness! White pine and Cardiff fork designated as notational forest. I am completely and utterly opposed to ski area expansion (increasing the ski area foot print) enough is enough!!! With the exception of Snowbirds expansion / acquisition of the Mary Ellen gulch parcel - expansion in this area would have far less impact on back country users , water shed ect. than other parcels on the table. The peripheral boundaries of the ski areas are already encroaching on the dispersed recreational opportunities throughout the Wasatch. In addition the cottonwood canyons should remain "dead end canyons" to connect the canyons in anyway would dramatically reduce the quality of the outdoor/ mountain experience and the individuality character and charm that is now present. Lets not turn the beautiful Wasatch into a paved Outdoorsy land, keep the mountains a wild and wonderful place for generations to come and enjoy and not "sell out" in the name of progress!</p>	Holladay	03/11/2015
	<p>The idea of combining the canyons to the Wasatch back is an absolute railroad job by those who stand to gain a profit the most. It disregards the locals who love the land and wish to keep it separated and secluded. The mountain accord disguises their true intent by throwing environmental nonsense (insignificant mumbo jumbo) right upfront, while backdropping the real impactful issues. Who said "less is more"? There is much truth to this.</p>	Holladay	02/17/2015
	<p>The open space that would be preserved generally seems to be land that could not be developed anyway (i.e. the side of Superior or land locked parcels). The Accord overlooks the potential for improved recreational access in the lower sections of the canyons and from the valley/Shoreline. From a cost effectiveness perspective, this seems like the most logical way to improve recreational opportunities and reduce summer traffic in the canyons.</p>	Holladay	02/12/2015
	<p>The priority must be sustainable natural resources for the future.</p>	Holladay	02/12/2015
	<p>The underground tunnel between Park City and Alta should be Priority One in the plan with Bus Rapid Transit solutions for the canyon passengers for the immediate future. The skiers are in Park City where the hotel and restaurant development is appropriate. If it only takes twenty minutes to travel the eight miles underground from Park City to Alta on a speed light rail train in any weather, you could eat dinner on Main Street and sleep slope-side that night at Snowbird. What a great marketing tool for Utah skiing, and for our wildflower hikes and tram rides in the summer. Barely 5% of Utah residents ski. Fewer are going to ride a slow cog railway once an hour when they can drive in half that time. Let's spend the Billion dollars where it counts and make a ski resort link to rival Grunewald, Switzerland.</p>	Holladay	02/10/2015
	<p>There's an assumption built into the working documents that the ski resorts are going to be scaled up. But at this point it's pretty clear that climate change is happening "now": in Utah (as in California) there are going to be diminished snowpacks, and also droughts (which will prevent making up for less snow with artificial snow). So there's going to be "much less" skiing, and it's reasonably likely that soon enough there won't be "any" skiing. We can be pretty sure the resort operators understand this. Their graceful exit is real estate development - selling upscale houses at the ridge of the Wasatch. That requires infrastructure development, in the first place transportation. So we should understand the agenda to be the urbanization of the upper Wasatch, over the next twenty or so years. So the question is whether that's a good idea. For the resort stakeholders, yes; for everyone else, pretty clearly no.</p>	Holladay	04/15/2015
	<p>This proposal seems very biased and not universal. The Forest Service motto is "Land of many uses." Yet, I see no access for motorcycles. I'm an avid hiker/biker/lyfther and motorcycle rider. It's disheartening to see no options for motorcycle trails.</p>	Holladay	02/11/2015
	<p>Why do we have to have "recreation" as one of the "GOALS"? Really it's a GOAL of Mountain Accord to DIG UP THE CANYONS ??? Who added that GOAL ?? NO CONNECT TO PARK CITY IS NEEDED. a connection to Park City is just another way for the wealthy to make MORE money, at taxpayer's expense.</p>	Holladay	03/26/2015
	<p>Deer Valley currently limits the number of skiers on any given day to prevent overcrowding. A much better Accord would be to define the current limits of the Cottonwood Canyons and approach future growth thru limitation of entry. During high visitation seasons mandatory use of buses or car pooling would be required. Visitation thru Mountain Accords blueprint would bring uncontrolled increases in population in the canyons degrading any and all quality of wilderness or recreational use.</p>	Holladay, UT	03/13/2015
	<p>Connecting the canyons (Wasatch Front to Wasatch Back, and Big to Little Cottonwood) is not responsible stewardship of natural resources. These connections are not necessary economically and have a big impact on the Wasatch Mountains - they essentially establish a new "road" through areas that are now "roadless." The blueprint should include alternatives without such connections.</p>	Holladay, Utah	03/03/2015
	<p>Bad idea Environmental destruction</p>		05/01/2015
	<p>I would like to see Express Buses for Canyons only from the TRAX station lots. Charge to drive up the canyon in a private vehicle. Our Canyons are over used as is. As a skier that lived a mile from Big Cottonwood Cyn for 36 years I saw how the dynamics changed for the skiers that lived in Utah. What I saw from all the charts and figures was money money money. Salt Lake &amp; surrounding counties seem to be doing better than the rest of the Country. We don't need companies and individuals that only want to make money coming here. How did any of that rambling explain how they were not going to hurt our watershed? How does light rail going up the mountain make a difference when there are avalanches. A train could not travel if there was a chance of being buried by snow. This is one big snow job. Please do not ruin the Canyons I love and grew up with.</p>	Ivins, UT	03/13/2015
	<p>Discuss the advantages and disadvantages of the various transportation options, particularly with respect to the inversion that is so important to health in the basin. For instance, which option would be best, when considering diesel bus from SLC to Park City, natural gas or biodiesel bus on the same route, or electric rail and aerial tram through or over the mountain? Spelling this out and quantifying its estimated impact on air quality (as measured by number of days above federal limits?) would be useful and powerful.</p>	Kamas	03/04/2015
	<p>Transit system should not try to connect Park City with Alta/Brighton. A fully functional multi-lane transit corridor exists in Parley's Canyon. Satellite parking and transit should be enabled in both the Wasatch front and back. The blue print should favor the environmental and watershed issues over economic issues. The US already has mega resorts (Vail, Park City/Canyons) that cannot be traversed in a single day. Connection of the resorts is of limited value. Rail up Little &amp; Big Cottonwood Canyons with covered track in avalanche prone areas could be a great solution to current traffic issues.</p>	Kamas, Utah	04/27/2015

	Some of the questions that are not answered by the Mountain Accord in regards to transportation and the proposed rail system, is how do people get on it? Where will people park? If it is not a good alternative, people simply will not use it. They are going to have to park somewhere and the current park and ride locations are not large enough to accommodate much more than they already do. I would like to see more buses before rails. Express buses that would leave even from 1-15 to the canyons with minimal stops (Perhaps on weekends and holidays – the highest user days of the resorts). I also think a tunnel is a bad idea—those cars would have to park somewhere and there already isn't enough, especially on weekends and holidays. I'd like to see more thought given to cheaper mass transit options that would not require parking, like buses. Buses have the added benefit of not increasing the size of the roads, whereas a rail system certain would. Also, ski resorts are a great resource to Utah's economy, but I am not in favor of additional expansion. Resort skiing is a cost-prohibitive sport for many and I don't want to see even more of our public lands used as exclusive country clubs. Currently Snowbird, Alta, and Solitude do not allow uphill travel access of any kind during the season. I would be in favor of Snowbird having additional parking, but perhaps increased number of buses and express buses can alleviate the need for additional parking and base facilities. Snowbird, Alta, Brighton and Solitude already have the best hills for skiing in the Wasatch, giving them more would be the detriment of current and future residents who wish to see and explore mountains unfettered with lifts, access roads for the lifts, ski resort bathrooms, etc. Consideration should be given to the fastest growing segment of ski/snowboard users, and that is backcountry users. The Central Wasatch is a small area and giving increased terrain to resorts would squeeze out even more human powered users who already don't have access to the national forest that is within the boundaries of the 4 ski resorts.	Kaysville	04/29/2015
	It would be better if rail was up Parley's Canyon as well as Big and Little Cottonwood. If they all link together that is great, if not, that is okay as well.	Keams	04/30/2015
	If the purpose of the mountain accord is in fact to preserve the water, animals and wilderness then the proposed blueprint is in my opinion totally flawed in the direction of development, increased tourism, and selling out those things that can't be bought with money.	Kihei Hawaii	02/12/2015
	I am very concerned with the potential negative economic impacts on Summit County and Park City, by enabling tourists to connect only to the ski resorts and not add to the bed base / restaurant tax, as these guests can just ski and then return to SLC for their other expenditures. I love the improved transit options, and just hope this has been taken into consideration. Possibly remove the connection from Cottonwood to Park City, and enhance I-80 only.	Kimball Junction	04/29/2015
	It is a Pork Barrel proposal by land developers to connect to better snow for a short and unreliable season and traffic that is only a problem on certain holidays and powder snow days. It is a waste of taxpayer money, a threat to National Forest lands and to the water supply for Salt Lake City. The biggest solution problem is Salt Lake City burning coal for power. The Auto traffic in the Cottonwood Canyon is not a major cause of pollution. You can see this from the mountain!	Kingsville	04/15/2015
	Prioritize the focus of the blueprint to be that of responsible stewardship of natural resources. While I understand the desire to expand upon existing infrastructure to make outdoor experiences more convenient to those who wish to easily access all that is great about the wasatch front, the central focus still needs to be maintaining the reason that people visit, the natural environment. There are many cases in southern Utah's national parks where access has been made easier to guests and locals who wish to enjoy quality recreational experiences and the exact opposite has happened. Increased visitation leads to increases in pressures on the same natural resources that need to be protected.	Lahaina, HI	03/16/2015
	In the past I was ambivalent about the Wasatch frontback connection plan. However, clearly growth of the area is inevitable and this plan gets in front of that development in a way that will allow it to be more efficiently achieved and better controllable. Congratulations to those folks who put this plan and presentation together, and thank you.	Las Vegas	04/30/2015
	Utah's landscape is very beautiful and diverse. I believe we should preserve as much of it as possible while yet allowing us to enjoy it. Many parks are having to go to public transportation systems to accommodate the sheer number of people trying to access them; it is only reasonable that public transportation will become necessary next to such a large urban center to allow access to our public lands without destroying them to allow for parking. Even if you build more parking, there will never be enough. Thanks so much for doing this.	Layton	03/02/2015
	Difficult to comment due to the lack of specifics; general goals are good	Layton	05/01/2015
	I am opposed to new roads. In fact, vehicular traffic should be further restricted. This area needs to be preserved and vehicles removed from it. If one of the existing roads is converted to rail only transit this will be an improvement. Cars can be eliminated thereby allowing increase numbers of people and goods to be moved through the area. I think it is great that people who want to put forth the effort to access the backcountry via foot and ski, but providing roads (non-rail) allows people access with no effort or consideration. Eliminate one of the vehicle roads and convert it to rail only. A rail only tunnel through the mountain would also be a low impact option between resorts. An aerial tram would be too high of an impact to be acceptable.	Layton	02/06/2015
	It looks to me like the proposal is mimicking what is already happening now. I didn't see anything that stood out as "new" or "improving" minus the interconnect thing...which is not a solution for "ALL PARTIES INVOLVED!" That thing is just a way for ski resorts to get business. The trails will be destroyed by construction, the views will be taken away by industrialism, and nature will leave to find other places to live. Nowhere did I see the Division of Natural Resources playing a role! Plus...if I can't take my dog hiking in the Cottonwoods, then why should there be a massive ski lift thingy all over the mountains? Doesn't make sense!	Layton	02/07/2015
	Light rail is a failure. No rail in our canyons, ever!	Layton	04/12/2015
	Rock climbing (all forms) has been vastly overlooked. And what about exploratory hiking? An imposed fee system in alarming, particularly since mass transit stops in LCC have been completely overlooked in lieu of stops only at ski resorts.	Layton, UT	03/30/2015
	The process must be shown to the public. The "Blueprint" is not a blueprint but a biased "vision" of a few. It seems to assume the interconnect (which is opposed by the people of Utah) as an underlying assumption for mountain growth. The "Blueprint" does not show how private ski area expansion is related to public investment in transportation. The relationship to proposed land protection to Forest Service approvals for vague ski area expansion plans is not explained, nor is public opinion's role in this undefined process defined.	Lebanon,N.H.	03/07/2015
	This is remarkable! It looks like a win for all stakeholders.	Lehi	02/04/2015
	I would like to weigh in. I think the overall blueprint is good, and brings up issues that need discussion and resolution. I am concerned about too much commercialization, and economic development. I am more for conservation and preservation of wilderness and back country. I would be more for restricting access to the mountains, than for improving transportation to limit the impact of more people. I would prefer improved biking lanes, and hiking access, but limit personal vehicle encroachment. I would be more willing to pay money to limit economic development, than improve my tax advantages by economic development that encroaches on our wilderness.	Lehi Utah	04/17/2015
	Feedback more on your survey: It is hard to answer these questions the way they are worded. I am hesitant to mark that a proposed Blueprint achieves an objective "very well" when I have serious concerns about those objectives. A better way to ask might be "How well does the proposal serve the needs of Utah's in the area of (transportation). These have been broken out for transportation below but not other areas. In summary one question asks both do I approve of the objectives and do we achieve those objectives, the answers to those might be very different.	London	02/04/2015
	The traffic between the Cottonwood canyons and Park City is problematic. I recently spent an inordinate amount of time in a van crawling up route 210 to visit Alta and snowbird. While I did NOT support ski-link I feel Mountain accord should take into consideration the 'One Wasatch' Plan. The Wasatch Backcountry alliance seems more about keeping private land for their own personal use rather than sensible development for all; residents and visitors.	Litchfield, Ct	03/04/2015
	NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON.	Logan	03/02/2015
	Please do not sacrifice any more public land for private enterprises. Keep the backcountry that is close to SLC open and free. There are plenty of resorts or terrain that can be further developed within resort boundaries.	Logan Utah	04/30/2015
	Well the purpose of Mountain Accord is to support the fat cat ski resort owners and the members of the legislature who stand to gain personally from big changes so I guess you are rocking it. However, as far as preserving the canyons for the general public's recreation and the future generations Mountain Accord could not be worse. No trains and no extra lanes up Little Cottonwood Canyon. The canyon cannot sustain it environmentally, and you are taking a precious gem and turning it into nothing more than a transportation corridor.	Logan Utah	03/10/2015
	Although short term infrastructure upgrades will cause significant disruption to watersheds, wildlife, and commuter traffic the long term benefits will outweigh these short term negatives. As a 30+ native people in this state are opposed to change, no plan will make everybody happy. Listen to your conscious not your wallet, decide with you heart not political affiliation. I have traveled the world and being from Utah has been an advantage. No matter where I go I run into others who have been to Utah and return yearly to experience the solitude of the Wasatch Mountains. Over the years I have watched non managed "progress" take away from my wilderness experience to the point I left the Wasatch front and moved to Cache Valley. According to the Lung Association SLC has the 7 worst air in the nation, Logan #8. These particulates are contaminating our watersheds. Healthy balanced ecosystems are critical when managing excessive pollution sources. All life forms of Utah have the right to clean water, clean air, and a quite place to experience nature. This comes before political agenda, profits, and personal gain. Make the right decision. Cooperate extensively, compromise, and manage the resource with the future in mind. If you are not up to this task then pass the torch to someone who is.	Logan, Utah	04/30/2015
	Having skied Alta for over 25 years, I am very interested in this process. I like the idea of a rail system connecting SLC, the Cottonwoods, and Park City. If I had a way to get to Park City without driving, I would make a point to go there at least once/twice while on ski trips. At the very least, avalanche flowovers on UT 210 are certainly needed. Even with the veoman's job UDOT does keeping the road open.	Marietta, GA	03/23/2015
	I feel that the Transit alternatives proposed that destroy the end/top of canyon environment in Little Cottonwood Canyon is raping the legacy and current environment of that part of the Wasatch range. I'm saddened that you are even considering ruining such a special environment that attracts and provides both man and nature a unique and irreplaceable escape from other regions.	Menlo Park, CA and St. Paul, MN	02/11/2015
	everything is okay except for the train up little cottonwood. It would wipe out the trail that many folks use along little cottonwood.	Midvale	02/05/2015
	Grizzly Gulch should not be 'under consideration' and needs to be left alone for all the recreation users (backcountry skiers, etc). Utah has some of the best backcountry terrain in the world and above anything else it should be preserved. Although there are many parts of the blueprint that are good (about 75% is pretty good); I feel MORE importance should be placed in environmental and recreation proposals first, then transportation second, and lastly should be economic. I feel this way because Utah has many smart citizens, we can collectively come up with great ways to fuel our economy. But the little remaining lands in the Wasatch should be preserved because if we gamble and it's gone, it's gone forever. Better to be conservative on the conservation side because the 'costs of error' are not near as severe than if we put more importance on economic at the cost of the environment and remaining wild lands left. Please PRESERVE the Wasatch, it's all our home.	Midvale	02/15/2015
	I am NOT a fan of this. Keep it how it is. No one needs access to all these resorts in a day. Keep the Wasatch wild. We have a great balance between tourism, resprtd and most importantly backcountry. You take this away and you are jeopardizing too much of our backcountry. I know someone on here is working hard to strike a balance but as an outdoor recreation professional who sees the need for both tourism and backcountry this is too much. Do NOT expand these lifts and resorts. People come for world class backcountry outdoors here in UT and you will be taking away more than is necessary.	Midvale	02/28/2015
	I am sick of reading how this will increase tourism and bring in more \$\$ when the idea is to deal with the existing situation.	Midvale Ut	04/09/2015
	I favor the mountain light rail connections over an aerial tram, but I have serious concerns about the impact from construction of something like that.	Midvale, UT	04/30/2015
	WHY IS THE BOOMING HEBER VALLEY BEING IGNORED IN THIS PLAN? THAT IS POOR, POOR FUTURE PLANNING FOR LOCALS. Very few people can afford to live in Park City (the average price of a small home in Old Town is now \$1.5 Million) anymore and the plan is ignoring the locals and worker bees, most of whom live in or are rapidly moving to the Heber Valley. Let's do a plan that takes locals into consideration first and tourists second. I'd like to see better transit options between the Valley and Park City.	Midway & Park City, UT	02/24/2015
	Creating transportation and recreation corridors with less maintenance required because I dont see the funding available to maintain a structure. As it is the pedestrian bridge across parleys and the surrounding trails see little to no maintenance and have become unsafe in places and full of graffiti. We need something we can keep maintain not just something that is good for a year.	millcreek	02/05/2015
	I am curious to see how the entire east bench, from Parley's Canyon to BCC and LCC will be incorporated into the transit system. Millcreek as a whole has seen bus lines get eliminated, yet there is the overarching need for better transit systems and reduction of vehicular traffic. I am wholesale in support of buses up BCC and LCC IF: the buses come regularly and on a schedule and IF getting to the buses is not a hassle. IN addition to the above, I am in support of carpooling up BCC and LCC: If a vehicle can pick up a full carload (4 or more people) they should be able to drive up the canyons. When you have whole families with little children, they will be less likely to switch to a bus. Also, the bus situation is not 'visitor' friendly. If an entire car-load of out-of-town-guests comes up a canyon, then they should be permitted to drive. If UPD Canyon Patrol would actually PATROL the canyon entrances, then this could be achieved.	Millcreek	04/10/2015

	I believe a tunnel from Park City to Either Alta or Brighton is a huge mistake. If real, demonstrated, consistent annual vehicle transportation needs from the Wasatch Back to the Wasatch Front merit a permanent connection, then spend the necessary money to upgrade the Guardsman Pass Road to an all year, all weather road, similar to Highway 12 between Grover and Boulder Utah, traversing the east flank of Boulder Mtn. in Wayne and Garfield Counties. Within the Cottonwood Canyons, Hybrid (natural gas - electric/battery) Bus Rapid transit should be investigated and promoted rather than a heavy/light rail system which would be greatly more impactful in a negative sense to the Canyon environment. With regard to a lift served ski interconnect system linking Park City and the Cottonwoods, I believe that to be an unnecessary and large chunk of infrastructure being pushed solely as a marketing benefit for the ski industry. I'm 65 years old, a 40 year resort and back country skier as well as a hiker of the Central Wasatch. I (downhill) ski Snowbird and Alta regularly and tour the backcountry a bit still, so I'm no opponent of the ski resorts. BUT, the interconnect concept is nothing more than a marketing gimmick to bring more ski tourists to Utah. No real serious skier from around here will elect to spend half his/her day riding lifts between the resorts when he/she could be on the snow making turns in the powder through the trees instead. Skiers want to be on the snow, not standing in lines preparing to ride in multiple stage lifts to get from resort to resort. Moreover, the lift cuts through the trees, the tram towers, cables, high speed quad towers and their required powering infrastructure would irreparably harm the scenic beauty and pristine serenity of the backcountry they would necessarily have to cross through, over, and above, forever negatively impacting those who would enter that same backcountry terrain to find peace and quiet. I believe the resorts should be allowed reasonable downhill ski expansion within their footprints similar to what Snowbird has done with Mineral Basin and Alta has done and wants to do in the Point Supreme area, all the while keeping Mt Superior, White Pine, Red Pine, and Maybird in their natural states. The mechanized lift connection from Summit County to the Cottonwood Canyons is unnecessary and unwise, and should not be pursued. With regard to Millcreek Canyon, the present toll system is doing some real good, and if vehicle pressure in that drainage increases, and the Canyon environment is threatened, or becomes degraded, then hybrid bus rapid transit ought to and should be pursued there as well.	Millcreek	05/01/2015
	I generally agree with the proposed Blueprint, with some specific exceptions and additional recommendations. I do not believe that rail transportation is appropriate for Little Cottonwood Canyon. Expanded bus service, whether via conventional bus or dedicated BRT lanes, could provide better access at significantly less cost and much lower environmental impact. Bus transit can provide much more flexibility, both in terms of quantity of service at peak times and ability to stop at multiple destinations. I am in favor of the proposed land exchange to provide additional protections to popular areas, but I believe that the exchange should be accompanied with restrictions on the amount of development that is allowed within the ski area bases. I do not oppose the expansion of the Brighton ski area footprint into Hidden Canyon to include additional skiing acreage, but I am opposed to any building within the expanded area except lifts to transport skiers back to the existing resort footprints. I am unsure of the proposal to expand Solitude within Silver Fork, because it is difficult to determine from the Blueprint exactly where the proposed expansion is, and whether or not it would include additional lifts. I would oppose any expansion in the main Silver Fork drainage, as that is a very popular area for backcountry skiing and snowshoeing in winter and hiking in summer. I feel that it is critical to provide convenient access to backcountry gateways (major and minor trailheads as well as infrequently used dispersed access points) to continue to provide diverse recreation opportunities. I support the proposed development of additional trail systems, especially the interconnections between canyons.	Millcreek	04/26/2015
	I support the effort to reduce car traffic in the Cottonwood canyons, but the solution should be better and more affordable than using one's own car. It has to be affordable, fast and convenient to overcome our dependence on cars. If you can do that, it has a chance.	Millcreek	02/24/2015
	The proposal seems to favor development in the central Wasatch despite issues of climate change (less snow pack) and highly inflated expectations of resort skiers. There should be more consideration given to wilderness preservation and conservation. There should be less focus on resort interests to expand, with my opinion favoring maintaining current boundaries.	Millcreek	02/05/2015
	I agree with the need to reduce traffic up Big and Little Cottonwood Canyons but feel the additional of light rail, tunnels, trams is counterproductive to maintaining landscape. As was done in Zions and other places with large amounts of traffic and easier solution is to limit the number of cars and increase bus transport. It would great if we could expand our trail system in the Wasatch Front but if that is linked to connecting Big Cottonwood, Little Cottonwood, and Park City the cost is too high. I am supportive a alternative to buses on the major established corridors like Foothill and I-80 but think cost advantages of Light Rail versus buses should be taken into account.	Millcreek Township	05/01/2015
	Most of the proposed solutions are excellent. However, an aerial transit system is incompatible with environmental protection. It will inevitably create pressure for commercial development along the route. Please eliminate all consideration of an aerial transit system between the Cottonwood Canyons and Park City.	Millcreek Township	05/01/2015
	Thanks to all for putting this together. I live near Millcreek Canyon and use it several times a week for trail running. I just noticed this morning (3-9-15) that 18 plus acres are up for sale on the north side not too far from the canyon entrance. There is no development there now and it is very steep to build on. I think it would be a blight on the beauty of this canyon to have development within it. We already live with some cabin stock up it's corridor now. How can this property be zoned out of developments reach and the owner compensated for its purchase?	Millcreek Township	04/09/2015
	While I appreciate the efforts of all involved and input from the public, I have several concerns which I will touch upon in the comments below. So, thank you! These questions are v. subjective. What do my answers mean? It's not even clear what Mountain Accord goals are because they tend to be contradictory between the different systems. The transportation studies quoted aren't clear either. For example, how can you predict increase cars in the canyon in the winter when parking is limited? Are thousands of cars going up the canyon in a snow storm so they can turn around and return? The economic benefits are not determined. The language used in the process is unintelligible to most of us. What does this "mountain accord speak" mean? I thought a blueprint gives fairly precise directions on how to do something. This "blueprint" varies from page to page as to what the primary mission is. Ordering of important goals changes so that I am never quite clear as to what the primary goals are. Yes, it is stated at the top of each system, but these systems are sometimes incongruous. I expect more and find the data presented to be of poor quality. It would appear that traffic and people in the CC is declining. And if there is a trend upward, who is fueling this? Ski resort marketing to the rich? The opening of high density parking for Snowbird along rt 210 that I have never seen before until the last year and in particular this year? It seems that the current goal is to favor what resorts want to satisfy their bottom line and how the state perceives to market the central Wasatch. Alps, really?? It ain't British Columbia either. I've skied both. It's not even the Dolomites. What the Central Wasatch is? Land for development purposes. The new "multi-use" for those who can afford it. See Vail's just released report on increased revenues due to high rollers and their business model of the Epic Pass.	Millcreek township	04/30/2015
	A train / mountain rail system in LCC seems like it would be very difficult to do. It would also require numerous snow sheds, etc. to be able to operate in any conditions. It also seems like it would be very difficult to do without a lot of wildlife habitat damage and environmental disruption. It might make more sense to route rail to Park City then tunnel to LCC? I do believe that a mass transit system is needed for both LCC and BCC. The least invasive might well be a tram/gondola up the canyons, but NOT over the ridgelines! or electric trolley buses running in their own lanes.	Millcreek, UT	04/30/2015
	Among the proposed next steps, "Evaluate the designation/protection options" for USFS land seems premature and federal designations/formal proposals might potentially lead to restricted options as Mountain Accord proceeds. Better to delay this evaluation for a later phase.	Millcreek, UT	03/14/2015
	Do not disrupt the natural ecosystem anymore than what we have already done to Wasatch front. These proposals are short sighted and really do nothing but promote economic gain. The excessive materials needed and additional pollution is uncalled for. If you want to protect the wasatch front than protect it. Don't use some crazy organic scheme to push a false agenda of envirental protection on the wasatch front and surrounding canyons. The proposal will disrupt pristine wildlife and habitat and will create excessive strain on the ecosystem. We already have enough man made items in the Wasatch please don't allow any more.	Millcreek, Ut	05/02/2015
	Some interesting ideas - some of which (tunnels) seem a bit pie-in-the-sky as far as funding goes. But a good way to look at the bigger picture. Scary to think of the Wasatch Back as urbanized as the front.	Millcreek, UT	02/11/2015
	This is another attempt to develop the Brighton area. The water shares are all allocated. The road is at capacity. A rail line is out of the question due to the sensitive nature of the canyon. The ski area is at capacity during ski season. Why would we want an area like Vail Colorado? They have basterized that area and ruined it. I am a land owner in Brighton and as you can tell I think the idea is stupid. We want to keep the canyon and Brighton just as it is, get k??	Murray	03/16/2015
	1. In looking at these documents, I see politics at its worst; general statements with NO actual metrics and NO concern for ACTUAL environment, only PEOPLE not LANDS or WILDLIFE. You don't even bother LISTING WILDLIFE in ANY OF THE DOCUMENTS. 2. I don't see ONE actual measurement here. We badly need to measure the actual conditions of the WILDLIFE so we KNOW what is there now and can PLAN to PROTECT it as we develop and Use the area. 3. By 2040, there will be NO WILDLIFE except garbage-eaters left in our near mountains; is that the goal, delay until the arguments are moot? 4. FIRST should be ACTUAL RESIDENTS of the area, the ECOLOGICAL CYCLES that are there depend on them, not us. We will end up with concrete and dirt otherwise.	Murray	04/25/2015
	Enough. Enough of carving up the last remnants of these irreplaceable mountains. Enough of these short sighted greedy little people starting with contemptible governor herbert & ted wison stealing the legacy we should be leaving our kids. Isn't the disgustingly overdeveloped base area of Solitude or the revolting hyper greed development all over the Park City side enough of a warning? Hyper traits-national developers keep out. God help us now that Vail Corp. is here. Hopefully the water board people have the balls to stand up to these soul dead rapacious bastards. Spasus the rationalizations, we've heard it all before, won't bother trying to shame these little leeches- it can't be done. This is our land, not yours. Keep out and stay out.	murray	04/30/2015
	I am completely against rail or aerial transportation from park city to BCW or LCW. Completely against any form of tunneling. While increasing tourism dollars to Park City and increase access to PC residents, the plan will absolutely decrease the quality or recreational experience for salt lake valley residents. I	murray	05/02/2015
	I am concerned about the impact trains would have on the canyons. To provide sufficient space for roadbeds for both a highway and trains would require a good deal of land and could destroy much of the scenic nature of the canyons and streams. The impact the freeway has had on Parley's Canyon is an example of how a canyon's nature can be dramatically changed.	Murray	03/16/2015
	I applaud the purpose of Mountain Accord to preserve the legacy of the central Wasatch through responsible stewardship of the natural resources, quality recreation experiences and a modern, environmentally-sustainable transportation system. If these three are properly addressed, a vibrant economy will certainly be the end result as the outdoor recreation experts would attest. As other locations and cultures have learned, we must protect the very exceptional beauty and experience of the Wasatch as this unspoiled scenery and unurbanized experience is what visitors seek. To do otherwise would ruin the very un-replaceable places so important to our connection with and stewardship of this planet.	Murray	05/02/2015
	I do not feel that building a tram to connect the Cottonwood Canyons to Park City is a good idea. I think that we need to protect our backcountry. I DO like the idea of building a train up the canyons, but I understand that it does not meet all of the transportation requirements that have been set. The bus systems seem like a great idea. I would like if the bus ran year round (even if it was only on odd or even days, or even once a week in the spring/summer/fall)	Murray	04/05/2015
	I don't believe current residents should suffer for the impact of tourism. If we increase recreation fees, we should increase it to out-of-state visitors, not current residents. Fees are pretty high as it is, for current residents, in my opinion. A suggestion might be to tax on some of this tourism revenue and apply such money to deal with environmental impacts. Whatever you decide to do, please do - protect our watershed - protect the beauty of the environment of the Wasatch - limit development in areas that should remain natural. Thank you! Paul Melgar	Murray	04/20/2015
	I don't want a train or light rail going up the canyon. A train would ruin the canyon, and make it so the canyon is inaccessible. you would have to put the train on either side of the canyon and that would make that side of the canyon closed off. because it wouldn't be unsafe to get across the tracks. People use both sides of the canyon. Please don't put a train or light rail up the canyon. Shuttles would be fine.	Murray	03/17/2015
	I had a question in looking at the maps with current wilderness, lands for possible extended environmental protection, and the possible new travel routes and transportation hubs. Many of these new routes and transportation venues were located in the "land for possible extended environmental protection." so how would the state be able to keep these lands protected- if they were to develop them into roads or railways for transportation? and would there be any kind of rule or limit to transportation upgrades in these areas? meaning= would there be a "stopping point" or would it be fair game to keep developing and extending either road or rail? I am worried, understanding the upcoming needs for additional transportation to accommodate tourists and/or residents in these areas, that any kind of development will have both a short term and then long term effect on the environment. is there any kind of checks and balances in these sorts of developments? how much is too much? and what will happen not only to the watershed but to the mountains in general after this kind of development? while I know we are also hoping to try an dboost Utah's tourism revenue- if we aren't careful, we could over develop and over work the mountains and then not have any part of this beautiful landscape for not only tourists, but ourselves and our children.	Murray	02/09/2015
	I've read a few items on this website and I like what I see. Some of the wording of the proposals are hard to know if they are for or against the way I view things. My wife and I are outdoor enthusiasts. We hike, fly paragliders, ski, windsurf, to mention a few. It's always a concern to me to see conflicts between the use of our natural resources and protections or restrictions. Both are important and both seemed to get misused. I saw the words a Perfect World in here somewhere. We live in a beautiful place but it's far from perfect or even fair. Hopefully this organizations and ones like it can help it become more so. I read the email I just sent and agree with it. Access to land is essential to the beautiful sport of paragliding. We have virtually zero impact on the land and it beautiful to watch and do. We only hike a small portion of the trails because we hike with our dog most of the time. Good luck in your efforts. I'm supportive of efforts to balance land use and access. Thanks	Murray	03/12/2015
	I don't like base expansion or increased visitation at the expense of the environment. The #1 priority has to be protecting the watershed. Expanding base operations to draw in more visitors is strictly about making more money. This is not a capitalism issue this is an environmental necessity. I do much prefer buses than a train or a tunnel. Again strictly trying to protect the watershed.	Murray	02/09/2015
	No lanes and no trains in Little Cottonwood Canyon. I can't believe you would even think about tearing up the beautiful temple quarry trail that goes through some beautiful places. Leave the canyon alone. If it's not broke, don't fix it. We don't want ALL those people at once in such a beautiful place. Serenity is why people use the canyons. Keeping a single lane is fine. It just makes people slow down and enjoy the scenery.	Murray	04/21/2015

	I want backcountry preserved, no linked ski areas and no tunnels. Better bus service sounds good. I want to be able to find solitude and untouched nature in the canyons. This is already being compromised by the sheer number of people in the canyons. I am for preservation, preservation, preservation of flora and fauna in the canyons.	Murray	03/05/2015
	Please include bicycles as an important part of the plan. They will play a huge part for all four parts of the Mountain Accord. Economy, Recreation, Transportation and Environment.	Murray, UT	05/01/2015
	The Blueprint seems to favor the interests of the ski resorts in the Cottonwoods, possibly at the expense of summer users, backcountry skiers and watershed interests. The Blueprint assumes a growth in the number of resort skiers, but I am not convinced this will happen. Backcountry skier numbers, I believe, will continue to increase.	Murray, UT	04/30/2015
	I have major concerns about connecting Park City to the Cottonwood Canyons in any way shape or form.	Murray, Utah	05/01/2015
	Maximum conservation. Why destroy a gem. We'd never get it back.	Murray, Utah	04/28/2015
	The ski industry will do anything to gain new terrain, pure and simple. The ski resorts in the upper cottonwoods - ALREADY operating on mainly public land - are in a land grab in the hope they can grow skier days and revenues. The upper cottonwoods is a unique environment. Once a lift is put in, it will never go away. How can increasing the Utah tax base by \$15m or whatever the cost of the transportation options are help anyone but the resorts. If you want a vibrant economy, spend it on teachers, or tax incentives for out of state businesses to relocate to Utah. I agree the accord is an attempt to reconcile parties with different objectives and it possibly does that. However, sometimes one has to put ones foot down to save the environment.	New York	03/03/2015
	I am curious about the future of hunting in the area, a traditional activity.	Newark, CA	04/30/2015
	Grizzly gulch needs to be set aside as wilderness no chair lifts. The trail from alta to grizzly gulch sometimes has 100 people in line waiting to get up it. If a chair goes in grizzly the backcountry between brighton and sulfide the backcountry there is ruined.	North Salt lake	04/29/2015
	The blueprint leaves out a trail up Parley's Canyon. This idea has been discussed and even planned at various degrees and for various sections of the canyon, i.e. west mouth to Mountain Dell or Mountain Dell to Parleys Summit. There is too much speculation as to how trails projects may be funded. Too often trails have to battle for funding and are often afterthoughts instead of priorities. The concept of a "Wasatch Trail Loop" should be considered when planning for improving and connecting the "regional Trails Network." How is that network defined?	North Salt Lake	04/30/2015
	My family appreciates the work that has been done on this Mountain Accord proposal.	North Salt Lake, Utah	04/29/2015
	What is the blue print for transportation? It is up in the air. Nobody wants to make a commitment. No one appears to want to make a sacrifice. The one thing is we don't need charlift strung across the canyons, and we need to stop cars with a transit system which runs every 15 minutes ALL day not morning and afternoon. Transit systems work they run constantly regardless of the cost. It is for the public, and we have to pay the cost. No one wants to feel any pain, and do not want to be inconvenienced. We need the federal government to step in and take control since the Utah Legislature will vote to destroy the area if they can get a deal for their cronies.	Oakley	04/07/2015
	As a former resident of Holladay I grew up in the Cottonwood and Millcreek canyons. I believe it is of primary importance to our way of life to preserve the pristine natural beauty we have. I want my children to have the opportunity to ski Alta powder without the urban sprawl that blights so much of our west coast neighbors. I wish you would include the Pineview/Snowbasin area in your study as we are experiencing too much building in our area. A vibrant economy is important but at what cost. Expanding the Mountain Accord to include more of the Wasatch would be fantastic.	Ogden	04/26/2015
	It's pretty confusing for a lay person who doesn't have a lot of time to study it. If it proposes a train into canyons and recreation areas, then it's not environmentally sustainable nor responsible stewardship of natural resources. Likewise with tunnels or interconnecting canyons with gondolas. It is unclear at this time if snow and participation in snow related activities will be as large as projected. It is important for changes to benefit all local visitors and not just the small segment of the population that can afford the luxury of ski resorts. The marketing of ski resorts is only concerned with these residents and consumers. The natural environment and ecosystems seems to be the last priority.	Ogden	04/16/2015
	"Light rail transit (LRT) exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City." The foregoing is an encouraging quote from the study. The most "exclusive guideway" would be a master tunnel with Draper as the portal into the "front" with respect to access to ski areas and Park City. There is Global precedent for such tunneling. Such precedent has been expressed in its very early conceptualization by Master Geologist Leon Hansen...deceased. There are many of us who believe that a "Super Tunnel" would remediate if not eliminate most environmental concerns and create a cornucopia of economic activity. The father of the Utah Tunnel concept is Leon Hansen. Leon was a Masters degree level geologist who had a lifelong working relationship with the Greater Park City Mining District of Utah. Leon has held senior positions with several large, international, mining enterprises. There exists a repository of proprietary data that confirms the existence of precious metals resources that equal or exceed what have already been recovered from the mining district prior to its closure. Mining was halted decades ago because the metals resources were impacted and impounded by water being in the mines. Leon believes that the water in the mines is a resource even more precious than the remaining gold and silver reserves. If the waters are recovered, the metals can also again be recovered. Synopsis: The Utah Tunnel will be a tunnel like many other long, long tunnels...New York-85; Sweden-51; Japan-33; Moscow-25; Madrid-25; Finland-74; LOETSCHBERG-21; Chunnel-31; Utah Tunnel-21 The Utah Tunnel would also be 21 miles long and most like the LOETSCHBERG tunnel. Loetschberg is the longest land tunnel (21Miles) in the world. The Loetschberg tunnel took eight years to build and cost \$3.5 billion. The Loetschberg tunnel transports skiers to Swiss resorts more quickly. The Utah Tunnel would be a multipurpose/multi use resource. It will convey...Water...Strategic minerals...Tourist transit to world class ski and recreational resorts...and other economic benefits to all of the citizens of Utah. The Utah Tunnel...it can be done...during economically difficult times. The famous symbols of recovery in the West during the Depression included: Hoover Dam, Grand Coulee Dam, The San Francisco Bay Bridge and the Golden Gate Bridge. The Utah Tunnel will develop the following resources: Water...Multi-Millions of gallons from aquifers under and around the Uinta and Wasatch mountains recovered. Strategic minerals...\$0,000,000,000 (at thousands of dollars an ounce) of water locked, precious metals (gold, silver etc.) resources freed!!! Travel to ski and recreational areas...rapid, uncongested, and safe transit from the airport and other points to resort areas developed. Hydro and Geothermal power...other economic benefits... The tunnel from Draper to Park City will pass under three of Utah's most famous ski resorts. The plan is to connect those resorts with the tunnel thereby ensuring safe and rapid transportation from the Salt Lake International Airport to the resorts. It is our understanding that there is an existing railroad right of way from Draper to the Airport.	Ogden and Salt Lake City	05/01/2015
	By being shot straight to hell; there is no need to make you corporate bastards more money than you already have. It's all about money rather than the preservation of our natural resources...stick a fork in your shit show idea and get the F*** out of UTAH.	orem	02/05/2015
	First, I appreciate that so many groups have come together to work on this, and also appreciate the willingness to compromise. However, I feel that the current plan emphasizes the economy and access over the environment, and that ultimately these decisions would be detrimental. In an attempt to keep my comments brief, I'm opposed, specifically, to the proposed connector tunnel and to the train up Little Cottonwood Canyon. I don't believe either are necessary and will have severe negative impacts to the environment. Why not improve and expand a bus line instead to transport individuals. Once expansions and development happen we can never go back. I urge the members to put more emphasis on maintaining as much of the pristine environment as possible - that is something we've been blessed with and have a stewardship to protect, and is also what brings so many visitors.	Orem	03/15/2015
	The Wasatch Front is becoming more and more enjoyed by locals, and tourists every year, and it seems that every year there are more people out recreating than there was the year before slowing down at all, but I do believe that the Mountain Accord blueprint is a start in preserving the mountains that we love. I am an avid archery hunter, and these mountains are very important to me and many other outdoorsmen who frequent these mountains. We need to keep these mountains the way they are, and prevent them from becoming just another tourist spot for wealthy people from around the world to come to just to ski, shop, and party. I support the proposed blueprint because it is better than the alternative.	Orem	03/04/2015
	Protect Grizzly Gulch it is a classic backcountry hiking and skiing area for true locals. Do NOT create a transit from Park City to Brighton and Alta. That's too much damage to wilderness, not fair to wild life, not fair to SLC locals. Keep Park City tourists and user wealthy residents IN Park City. A majority of locals already cannot afford to ski in the Cottonwoods. Encouraging elites Park City to come to LCC and BCC more often will encourage these already awesome enough resorts to ramp up their luxury services and costs.	Orem Ut	04/23/2015
	No extra bus lanes or trains up LCC. Provide more parking so we can take a bus. Provide incentives to ride the bus or ride share by charging a toll or parking fee for vehicles with fewer than 3 occupants. Don't spend so much money to support only one segment of the economy, especially a segment that pays so little to its employees.	Orlando	04/30/2015
	The proposed mass transit train system is a great long term solution however, the best near term solution is staring us in the face. With only four additional chairlifts we can link up the One Wasatch and turn this into a phenomenal world-class ski area with minimal environmental impact. This could be done right away and the greater community benefits. If you look to the Canyon Ski Resort half the impact as adding the 8 lifts South of Tombstone. Were we to permit misguided naysayers not allow this to go in we would still have a Wolf Mountain / Park west. Now with just 4 additional chairs we can make the dream of the vast and silent majority a wonderful reality. Please link up the ski resorts for a true one of a kind world class ski center in Utah's Wasatch.	Park City	04/06/2015
	I attended the meeting at Park City High School. I believe the majority of those who attended were concerned primarily about the transportation initiatives, and specifically, the tunnel. I am personally opposed to the tunnel for both economic and environmental reasons. I am opposed to spending funds to "study" the tunnel as I see this as an alternative that will be "dead on arrival" in Park City. I would like to see a light rail/integrated public transportation solution that better connects Park City with the Salt Lake Airport, Wasatch Front ski resorts, and the valley. More visitors would use public transit if there was a quick and reliable mode of transportation to/from the airport.	Park City	04/28/2015
	a major lynchpin is localized affordable housing, which seems to be the toughest to legislate and implement. without it, the other components are "arranging deck chairs on the Titanic". to move forward, the blueprint implementation needs real teeth and incentives that will mean something significant to the powers-that-be, not just "encouragement". if major employers in Summit County (ie Vail...) would commit to affordable LOCAL seasonal housing (dorm-like), then employment needs could be satisfied with minimal increased traffic (thereby environmental) congestion. has there been a weighted analysis (maybe I missed it?) of the subgroup populations that will grow, who is doing the lion's share of traveling, the times of year that have the biggest impact (ie 50,000 people for 5-10 days at Sundance vs. 4 months of Salt Lake residents coming up the canyons either daily for work or weekly for recreation, etc.) my "gut feeling" is that it's commuters during the winter, so the localized seasonal housing needs should be prioritized. in all of this, how much input and support is coming from legislators? does the state government support this 2040 effort? if so, can they be induced to help move this effort forward?	Park City	02/24/2015
	a tunnel between park city and big cottonwood is long overdue.	park city	03/16/2015
	All of the transportation alternatives that connect the Cottonwood Canyons to Park City are HORRIBLE and will ruin Park City.	Park City	02/08/2015
	As a member of the Park City community for over 40 years I have watched the good and bad of growth. I am diametrically opposed to any connection between either Big or Little Cottonwood Canyons and Park City or the Wasatch Back. A transportation system that runs concurrent with existing I-80 to Kimball Junction is a possibly acceptable option, but only if it does not enter Park City limits. There is absolutely no economic incentive for Park City and the Wasatch Back to provide recreational amenities for the Salt Lake valley. We don't need the traffic, impact and social costs while the valley enjoys the benefit. Indeed Greater Park City is already over planned for development. Mountain Accord is a project designed to enhance the economic viability of greater Salt Lake City and environs by destroying the mountain environment it claims to protect.	Park City	04/28/2015
	As ex-Mayor Dana Williams said, "you've drunk the Kool Aid." Your plan is appalling. It caters only to the ski industry and economic interests. It does not consider the devastating impacts to the environment in general and to wildlife in particular. Drilling tunnels is an insane idea. Your plan does absolutely nothing in regard to the major issue, which is traffic congestion in Parleys Canyon and into Park City. Shame on you for pushing this plan!	Park City	04/30/2015
	As we recall, the Mountain Accord was born because of the controversy regarding Skink. Opponents stated that 13 lift towers and a gondola would hurt the environment. And now...A TRAIN! While I can support a train, I do not see how pumping millions of people year-round into the Wasatch is more environmentally friendly than just connecting the existing ski areas by lift and letting people use their skins for transportation. A multi-billion dollar train seems like overkill.	Park City	02/24/2015
	Believe the "OneWasatch" proposal was the best for the purposes of "recreation". Connecting the Park City mountains with Big Cottonwood and Little Cottonwood canyons would be the best thing for the Utah economy....a singularly differentiated ski experience. Highly recommend using chairlifts, aerial trams, gondolas for the connections	Park City	04/30/2015
	Billion dollar tunnels or train systems are not environmentally compatible. The best thing about the plan is the trail network.	park city	03/27/2015
	Cordery It is a very poor choice to drill large tunnels inside of mountains. That displaces everything that we have come to Utah for. It would drastically change the landscape if you were to drill tunnels through the mountains. Just think about all of the people who will be here when we are gone. It is not fair to put anyone through this disaster of a plan!	Park City	02/23/2015
	Delete all connections between cottonwood canyons and park city. Specifically, delete trains and tunnels from the plan. Enhance bus connections between slc airport and park city.	Park city	04/30/2015
	Detail on the electrical re generation qualities of a rail transit system.	Park City	02/28/2015
	do a light rail line from SLC to Park City on to Heber on to Provo, running both directions this will help move employees to PC from Heber then rely on local buss systems to move away from light rail stations	Park City	02/05/2015
	Eliminate the transportation element as long as you continue to pursue trains up the Cottonwood Canyons. Zion National Park has proven buses work. Eliminate cars completely and no trains that cost too much and have too much of a negative impact. If you're serious about wanting to preserve and protect the Wasatch Mountains then do just that.	PARK CITY	02/25/2015

	Gillwald obviously funding for all this will play a role. transit connections to and from the cottonwood canyons to park city are important along with increasing resort base amenities in case one gets stuck at altitude with no real way to get back to park city.	Park City	02/06/2015
	How many more people do we really want to "attract" and why? I know that the resort industrial complex wants more more more - but to truly give visitors a unique and positive experience there is a tipping point. It's getting so crowded in Park City - we may be victims of our own success. Of course the climate changes that we will (and already are) experiencing may just make a lot of these plans seem ridiculous - even with the best snowmaking equipment - if the temperatures are too warm we will not have consistent snow throughout a ski season. I have friends from Chicago who typically come four times per year that just cancelled their spring break trip here. For a while you may be able to attract new people with outreach marketing - but if the snow isn't great and if too crowded to get into a restaurant then they won't return.	Park City	03/12/2015
	I agree with preserving watersheds, open space, and water resources as well as doubling the federal land and wilderness area. Adding a transit system with tunnels will not do this. It will be extremely disruptive to the environment, wildlife, etc. I believe this is driven by money and will benefit those that can develop and increase personal revenues. Who will fund this? Why should our government pay billions when this is mainly for personal gain. I think a well planned out enhanced bus system with disincentives to drivers would be the solution. I also think it is very interesting how this came to pass since Vail has invaded Park City and the wealth that came along with them is most definitely behind this!	Park City	04/27/2015
	I agree with the comment from the October 29, 2014 meeting, "Concern about transporting too many people into the Cottonwood Canyons; noted that the canyons were eliminated as Olympic Venues in 2002 because it was felt that 25,000+ visitors were too large to handle and also a public safety concern." In addition, I live in Park City in the winter, but am a season pass holder at Alta. I don't ski in Park City and haven't skied there in five years. I fear that the connection will change the culture and the recreational experience and lifestyle in the Cottonwood Canyons. Let's not strive to be Colorado; what we have works. I'm for saving the environment and keeping the Wasatch beautiful, however, will this be accomplished?	Park City	04/29/2015
	I am against the proposed tunnel from Sandy to PCMR. It is extremely expensive and will bring only day skiers up (larger crowds here in our community) with little contribution to our economy or community. How does the proposal improve Park City? Seems to me that it will make us another suburb of Salt Lake and that is not why we moved here. Also, seems to me that the options which will be implemented will be buses as the cost for light rail is too expensive for our state (I will never get the funding) I would prefer to see improvement on I80 and in transportation options from kimball to park city improved vs. a tunnel through cottonwood canyon.	Park City	02/23/2015
	I am concerned about the "why?" of the Mountain Accord movement. Nobody on the Wasatch Back cares about going to Sandy on a regular basis so I see no benefit and only IMPACTS to the citizens of the Wasatch Back. I am also concerned about the environmental consequences of building such an endeavor. The construction requires a large footprint that could be very destructive to the environment and wildlife. I don't see the need and feel like this would be better served with light rail along the existing highways. Economically, this all makes no sense to me and I never seeing this being monetized.	Park City	04/30/2015
	I am concerned that these plans are for the financial benefit of the few at the expense of the many and of the future.	Park City	04/26/2015
	I am not really in favor of putting in tunnels from the Cottonwood Canyons to the Wasatch Back. Our mountains are already riddled with old mining shafts etc. With I-80 being the main artery from the Wasatch Front to Park City, we will need in the future a more efficient bus system. Perhaps at some point in the future, cars may not be allowed in central business districts without paying a surcharge such as they do in London or Stockholm. Also feel that there needs to be a better system from Park City to Heber City and Kamas.	Park City	04/30/2015
	I applaud addressing transportation problems with environmentally friendly mass transit options. I do not support the building of tunnels or over the snow connections that potentially adversely impact the watershed and environment, fauna, flora and access and quality of life. At the very least a full EIS should be done before proceeding with any of these alternatives. I am a skier, but I do not support turning the Wasatch Front and Back into a giant amusement park for the ski industry. There are many non skiing recreational users and nearby residents who want their quality of life preserved. More development is not necessarily good.	Park City	04/30/2015
	I appreciate the hard work that people put into this, but this to me is mostly about economic growth and the economic considerations outweighs the other areas that this proposal is intended to support. I believe small projects that enhance key bottlenecks should be considered and not a holistic mega-plan. Decisions are being made now with 2015 technologies being considered. In 30-40 years we will have completely new tech that will give us other options. BUT pursuing these plans now will restrict the best plan possible for the Wasatch, that can only happen when we understand what the new technologies in the coming decades will deliver. Once we mess with it, we will never get it back to the way it was... please don't. Thank you.	Park City	03/27/2015
	I believe after viewing the webpage this is a wonderful attempt to preserve the Wasatch back. I am opposed to anything that would endanger my ability to ski, mountain bike or dirt back in the Wasatch. I believe alternative transportation options allowing transportation from Park City to Big and Little Cottonwood Canyons makes sense.	Park City	03/06/2015
	I believe this whole process is a marketing gimmick for private landowners and businesses. It would better meet the purpose of MA if it focused more on protecting the environment and water shed. I would like to see more benefit for Park City residents rather than Salt Lake. I do not believe more and more unchecked growth is desired by the people who live here, only the ones who will directly profit. The whole Wasatch back is an incredibly diverse, unique and beautiful area. It will be ruined by more and more growth. We do not need any more marketing.	Park City	05/02/2015
	I believe we are at a tipping point on the Wasatch front and back. This may be the last chance to preserve the unique environment and community instead of destroying the carrying capacity of this place. I believe more extreme measures for conservation and disincentives for automobile use and sprawl development should be utilized. Economic growth can continue to prosper through these efforts. Lets try something different - let's think of future generation not immediate profit for the development community. Make this accord have teeth. I also believe that a train back up Parley's canyon is the answer, environmental and economically. Blasting a tunnel makes no sense at this point.	PARK CITY	04/30/2015
	I believe you are too concerned about bringing in more people and how to make their vacations better and not enough on how to make the home owners and residents of our community have a sustainable future in a community we have invested in. Where will the water come from to support the vacationers? Don't they vacation here now because of how it looks and feels. If we turn Park City area into Salt Lake City who will want to come? If we build business parks that will house high end jobs then the residents won't have to depend on tourism to sustain. Lets work on making our community sustainable with less emphasis on tourism. There's too much at stake here. Water, Air, trails...quality of life, we bought this...we deserve to keep it. There's more to us than a destination resort. We are a community. We won't become a ghost town if we don't spend money on getting tourist around easier. We use what we have. Buses on an HOV lane works. UBER type transportation to bus stations and back. I picture each community having an electric small bus that is on call and transports people to and from their house to the city bus) The HOA of Jeremy Ranch pays for their drivers, Pinebrook for theirs, etc. The city doesn't need to pay for this but collaboration will make it work and will be part of the future plans of each community.	park city	04/30/2015
	I cannot answer the questions since I believe that the Blueprint uses words and phrases which are open to interpretation relative to a person's point of view. This makes the process political, encourages extreme positions and provides cover for any decision. Who decides what is sustainable? What is responsible stewardship? What is quality recreation? Who's vibrant economy? Economically sustainable transportation system? How about affordable? This blueprint is trying to address too many issues at once.	Park City	04/29/2015
	I can't imagine what need you are meeting by building a train and tunnel system through the Cottonwoods and over to Park City. The expense and environmental impact will be incredible. If you want to make it easy to get from SLC to Park City, do it up the I-80 corridor, not through our gorgeous mountains. This feels like something that Sandy requested to be able to provide quick access to all the mountains.	Park City	02/07/2015
	I do not want any tunnels or roads connecting Little and Big Cottonwood Canyons to the Park City area over Guardsman Pass. What I would like to see are very big multi level parking garages (free) at the bases of all the Canyons (Little, Big and Parley's) and people being REQUIRED to park there and then be bussed (free) up to the resorts. Only those owning residences being allowed to drive a vehicle up to their residence. Anyone renting or staying at hotels or condos would be required to park at the lots at the base and they would be taken up from airports or the parking garages at the bottom of the canyons by vans. There would be no personal vehicles driving on the canyons except for owners. All workers would have to use the parking garages	Park City	05/01/2015
	I feel the Blueprint is a sell out for those of us that really want to protect the Wasatch. A sell out for us and a BIG win for business expansion and development.	Park City	02/05/2015
	I feel this is a very well thought out plan that addresses all aspects of proper stewardship.	Park City	02/04/2015
	I grew up at the base of Little Cottonwood Canyon and I now live in Park City, Utah. The Wasatch Mountains are dear to me. The Mountain Accord doesn't improve upon any aspect that is being proposed. The project is driven with financial benefit and is manipulating a transport system resolve as a decoy. I want to deliver a speech such as Chief Seattle. In essence, there is nothing sustainable or preserving or vibrant about scaring beautiful mountains and connecting that which isn't connected. Only problems will come of such human destruction. Are we thinking generations ahead? No. What is sacred anymore? 'Give the people convenience' is not sustainable. This whole idea needs to get flipped on it's head. The Wasatch mountains and its ski resorts are attractive as little niches that can be discovered by tourists and locals alike.	Park City	03/17/2015
	I left the sections on environmental stewardship as an unknown because I do question the environmental impact of building a tunnel, vs developing a bus only infrastructure over Guardsman's Pass, thereby decreasing additional resources needed to develop a tunnel. While I personally would prefer to have a train and tram system throughout Utah, I understand that from a political perspective, the state might not be ready for that. For that reason, I would like to see further proposals for buses, simply because I think they would be easier to digest from a cost and impact solution, while perhaps not as much of a vast improvement. My vision is to develop a gated bus route over Guardsman's. The pick up/drop off point in Park City would be in town and there would be no stop at the top of Deer Valley, ensuring that riders did not leave their cars at the top, causing increased traffic on Marsac. As it is now, Guardsman could be gated, only accessible by buses and residents who own land.	Park City	04/30/2015
	I prefer more emphasis on restricting development	Park City	02/05/2015
	I really hope that you ignore the government of Park City and continue with the idea of connecting the cottonwoods to Park City. We desperately need a transit system in Park City and access to the cottonwoods without using the Parley's 500 would be so much safer, environmentally sound and economical. I think the government of Park City is run by the Large resorts in town who want Park City to be a destination resort. They come to Vail or Deer Valley and they go NOWHERE else. Easy access to Snowbird is not in their business model. It seems that a tunnel would be very expensive to create; however, I would imagine it is better for the wildlife corridors and the scenery. I would like to know more about your research on the tunnel. Why did you come to that possibility. I would like to know more so I can spread the word. I think it would be ridiculous to do buses they are part of the traffic and can be unreliable when there is an accident. The transit system has to be better than travelling by car or it will not be used. We need a train system that is efficient. One selling point would be that for the cottonwoods, you can always get up there as it is easy to create snow bridges etc so the train can run regardless of avalanche danger. I also think that you need to propose NO TRAFFIC in the cottonwoods. Then give people an efficient and easy alternative. Thanks for doing this	Park City	03/14/2015
	I strongly support both the Mountain Accord and the One Wasatch proposals. I am a visiting professor of marketing and I've taught ski resort management (formerly at the University of Utah and currently in Europe). Our ski resorts are in such close proximity to each other it seems natural to link them and create an even better European resorts experience. The marketing, economic, and ski and tourism experience benefits will be incredible!	Park City	04/29/2015
	I think that we need to focus on preserving as much of our open space and surrounding lands as possible. We live in a desert and droughts are starting to be more common every year. I think transportation is a big concern as well as the over development of the wasatch front and back. I believe that connecting the cottonwood canyons and Park City is not an option, each canyon and Park City offers its own unique experience and putting Aerial trams and tunnels to connect these places would take away from the special experience of each place. I think it is also fair to think of our next generations our children and their children I personally want them to be able to recreate in these mountains the way they are now. A lot of people go out there to escape the over crowded resorts and to appreciate the natural wild setting that is in our back yards. These mountains are our future without them we lose everything and we should make our decisions on what's best for them and not a select few that will profit from connections and expansions. Bus rapid transit and some light rails sound like great options for transportations, tolls for day use in the cottonwood canyons could be effective for traffic issues, renovation projects and land preservation for the future.	Park city	02/06/2015
	I think the focus has to be on transportation options that are affordable and efficient. I don't like any of the bus options. Buses move at the same pace as a car, are less comfortable and the overall travel time is a lot longer. The only type of mass transit that should be considered and invested in are trains. While more expensive initially, they are more efficient to run, have high reliability and can be designed so that they get you there quicker than in a car. Take it from a guy who commuted into NYC for 23 years by train. The train up Rt 80 through Kimball Junction to Park City makes sense. Not so sure about the one through the Cottonwoods. Don't waste time and money on buses except more frequent service up the Cottonwoods.	Park City	02/19/2015
	I think trains or monorail on existing interstates combined with large capacity aerial trams with dedicated parking structures/zones areas would enhance transportation argument and lessen impact of connections. You have to maintain the resort destinations or you'll lose the battle with the municipalities and the residents. Sense of place has to be maintained and enhanced without compromise.	Park City	05/02/2015
	I would love to be able to start skiing in park city and at the end of the day go to say gold miners daughter and get a pizza and then be able to catch a train back to park city THAT WOULD BE AWESOME.	PARK CITY	03/02/2015
	I'm 100% in favor of the One Wasatch concept, connecting the major mountain resorts with chairlifts, gondolas, and (or) trams. Improved bus service would be positive, but I'm not sure about the cost effectiveness of expanded light rail or train service. I'm 100% opposed to blasting tunnels through the Wasatch mountain range to create new roadways.	Park City	03/11/2015
	I'm concerned that the Brighton Estates area is not on the map. With a pending water system, 100s of lots, and other pre-existing proposals by Park City Mines and Deer Valley it seems that this area is being overlooked. This could quickly become a highly dense area including houses, cars, and a resort. Did I miss this being addressed if so please show me what I missed?	Park City	02/04/2015

	I'm not sure that building a tunnel or a tram into Park City is sustainable or necessary. Let's leave that whole area as it is...not sure people want to travel into the backside of PC from Solitude/Brighton	Park City	04/16/2015
	I'm really happy this process is taking place, but I have to say that I am very unimpressed with the transit plan as laid out. Why on earth would light rail from the airport, up cottonwood canyons and into Park City on this map when bus service from the airport to 80 is the only option? I am a very politically active resident in Park City and I'm going to tell you right now, that is just not going to work. While the residents of Park City are mixed on the idea of light rail, many favor it up 80 and around the highway areas, but not in town. We certainly don't want to be the last stop on a train that comes from other ski resorts but doesn't address our own from the 80 corridor. I would like to see a train that runs in a C starting at Kimball Junction ending in the cottonwood canyons with the airport in the middle, running in both directions. I have no issues with the cottonwood PC connection, I just think it should be made over the snow (gondolas etc).	Park City	02/08/2015
	In a nutshell, my feeling is that the "One Wasatch" ski resort interconnect project is woefully missing from that plan. It is, in fact, "the elephant in the room" in the way it was left out not to offend a highly vocal minority. As a matter of fact, "One Wasatch" embodies the four pillars of the Mountain Accord plan: Environment, recreation, transportation and economy. Further, interconnect resorts have been tested in the Alps for more than 40 years to the satisfaction of its visitors, its local population and its environment. Finally, it stands as a free test that would work with each one of the categories considered. Environment: Many people staying in Park City ski Big and Little Cottonwood Canyons everyday. The availability of a ski connection would render these car trip unnecessary and would also allow folks living the Valley to ride the UTA transit system to any Cottonwood Canyon resort and get to Park City without using their car. Most importantly though, skiers (alpine, touring) have very little or no impact on the pristine mountain environment. Contrast this to, say snowmobile traffic, for example... Recreation: The interconnect would add exponentially to the experience that both locals and visitors receive when they ski our seven resorts without having to rely on vehicular transportation. The best things in life are experiences and opening up a small part of our Wasatch Mountain to winter recreation would expose more people in a full and dramatic manner to the beauty of our mountain environment; it would also elicit even more love and respect from everyone towards our magnificent nature. Transportation: As said on the "Environment" section, vehicular traffic and need for extra parking could actually diminish with a working ski interconnect. With it, a very compelling argument could be made to visitors for not renting a car. The net result would be enhanced traffic everywhere. Economy: A ski interconnect would bring more destination visitors to Utah during during the mid-week period, maximizing the resorts capacity and providing an insurance that in spite of a receding snow cover, tourism business would continue to be good for Utah, making it a unique place in North America for its multi-resort experience.	Park City	03/22/2015
	In addition to my earlier comments, would like to add the following: 1) User Fees are a must. I have seen how much Millcreek Canyon improved once the user fee system was initiated a couple of decades ago. Absolutely should expand this where and when possible. Please consider an annual pass like the National Parks annual pass to avoid having to have passes for each individual canyon. \$100 is a good starting point for an annual pass and \$10 or so for day passes. 2) Park City to Brighton tunnel options are really clever but are they realistic? Would fully support this for the reasons mentioned but given the track record of Park City developers (now Van) seems like a stalling horse for their preferred option of aerial which is beyond worthless. It won't carry the load, allow people to move the equipment, they need, will destroy the very landscape we are trying to save. Please bring back the Guardsman Pass expansion option. The Swiss and Austrians would laugh if they saw how easy it would be to make Guardsman Pass an all season road. It is basically almost half done thanks to the ugly construction in upper Park City. Just finish the road and leave the rest of Big Cottonwood Canyon alone. 3) Where can I sign up to help donate towards public land acquisition fund? Putting as much of the Central Wasatch into public hands is the best protection.	Park City	03/28/2015
	In my opinion the proposed rail system is a great mid / long term idea. If one has been to Japan there is already in existence an excellent model in place "Shinkansen (Bullet train) from Tokyo to Gala Yuaza ski resort. This model could be used from SLC to all of the existing resorts. The beauty of the Japanese model is that you exit the train, buy your ticket (rent skis) and are zipped to the slopes on a Gondola. I also believe that we need to connect the existing ski resorts prior to 2040 by a system of gondolas and chairs. The environmental impact of a train system will be much greater than a few well placed gondolas.	Park City	02/25/2015
	Increased public transportation options are good. However, I'm unsure if this would tackle the effect of traffic. Most people will still use their cars when possible.	Park City	02/05/2015
	It is still too vague for me, with too many questions. I understand that this is step one, and that it is a massive task.	Park City	05/01/2015
	It looks like the players proposing this plan are more interested in money projects. I don't like the tunnel idea at all. That part makes the entire accord look like the ski areas are pushing for more access for skiers. Transportation is another big money project for bonuses for UTA. envision Utah has a better comment survey participation method. If this method for comment is the only way to influence the accord, the accord group is going to push this program right through. The future for skiing is not certain due to climate change. I would much rather have a toll booth at the entrance to the canyons. Bussing for non permitted travel up the canyon. Keep the canyons difficult to ruin. Protect our water. Don't start big projects that cost me money to make our state Disneyland. If traffic is terrible people will plan ahead to get a permit. Allow travel up Albion basin by a permit. Some people just drive around up the canyons, we can stop that with a fee. No need to expand the resorts, or buy up property. This program, the mountain accord needs better communication. It's very difficult to understand the goals of the group other than greed, and inside deals. I'm not sure if there are other goals than money, am I wrong?	Park City	05/01/2015
	It meets the purpose well with exception of - Casual use of the word "wilderness"; the 1968 Wilderness Act is outdated and cannot be updated in the current congress (touching it would hurt it). Bicycles or mechanized devices cannot be ridden in Wilderness. So I think casual use of the word Wilderness is a mistake. You are already aware of this as I've gathered.	Park City	02/25/2015
	It seems a rail system over Guardsman Pass versus tunnels would be the most inexpensive and environmentally sound way to connect Big Cottonwood Canyon and Summit and Wasatch County.	Park City	05/01/2015
	It seems like the blueprint has hit the recreation hubs well and all trans up Parleys Canyon. Swapping land with the ski areas to build out at their bases is a good plan. Any kind of transit connection up a canyon other than Parleys is asking for it, thought. Build it and the people will come. I see enhancing trans (buses only with adequate service) up B & L Cottonwood canyons with one of them as Bus Only. Parleys needs buses or light rail with service every 10-15 minute. Huge Park & Rides at the base in SLC and also in PC at the soon to be Transit Center. But PC tourists should not need a car to come here at all because bus service should be top notch. No trains or road enhancement over Guardsmen. Too risky with disruption of what's IN those rocks and also watershed.	Park City	05/01/2015
	It seems that unlike a number of my PC neighbors I am in favor of the light rail system connecting the Wasatch Back and Front. The idea of taking guests (tourists) from the airport to the resorts by rail eliminating cars and traffic is wonderful. Until such a system is developed I believe more "Park & Ride" lots should be established outside of PC to encourage more use of the current bus system in the hope of eliminating traffic and congestion. Keep up the effort and I hope the local governments (PC & Summit Co.) don't give up on this promising effort! Eric	Park City	03/16/2015
	It's imperative that we use tunnels for transportation. It's more money upfront but with out scaring of the mountains and safer than snowy roads. Driving from Alta to Park City is ridiculous with the current system.	Park City	03/06/2015
	Keep individual canyons separate	Park City	04/30/2015
	More discussion about electric cars/vans, solar-powered charging stations, carbon offset fees for inefficient modes of travel. Make sustainable transportation sheik--buses should be decked out so people WANT to ride them. Tourists are coming to ski--they'll take whatever modes of transportation we provide as long as they are comfortable and timely.	Park City	04/30/2015
	Mountain accord needs to address first benefits for The Wasatch front. Pollution is the major threat for all of us who live here. The 6 big polluters give us 50% of our pollution and only 8-9000 jobs. The minor amount of environmental impact caused by developing an improved transportation system, roads, and expanded terrain for the recreational industry is minuscule compared to the real polluters in UT. The recreational industry probably provides considerably more jobs and is the future of UT. Developing year around recreation and the subsequent business will provide far more jobs and local benefit that the existing old industries. In order to do that a mass transit plan is essential to provide efficient access. Guardsman's pass needs to be open year to both vehicle and light rail. Both resort traffic and commuter traffic need to be considered. There need to stops at the resorts and population centers. Commuter use will decrease the per passenger costs. Midway needs to be incorporated and the resorts need to have a single pass for UT residents that make skiing/biking etc affordable. Trails/ski runs and lifts should go from Midway, Park City, the Canyon resorts and Sandy. Tolls for non resident vehicles should be charged and subsidies for rail should be used to encourage use of mass transportation but not exclude UT residents. Electric vehicles need to be encouraged in the canyons and salt lake. Park City's traffic is a mess. A Mass transit loop route up Big Cottonwood over Guardsman's and down I 80 is essential. Mountain access should be available from houses in Midway, Sandy and Salt take not just Park City. The plan needs to include all of the Wasatch and not just protect Park City's housing base. This is essential for the economy of the whole Wasatch. The plan needs to work for visitors and be affordable for locals who will pay the taxes to make it happen. The environmental issue is real and the solution is simple, make the big polluters clean up their discharges or move on. Develop the recreational industry that is sustainable and will create more and better jobs. Develop a mass transit system that serves everyone and does not close out the locals.	Park City	03/28/2015
	need alignment with OneWasatch and per such would like to see more transit by ski lifts (chairs, gondolas, funiculars, etc.) and less pavement/cars -- more recreation not more recreational vehicles	Park City	04/09/2015
	Need more land protected on the Southeast--why is there the big area missing? Running busses through areas that now are just dirt roads or trails would result in huge degradation of the natural areas. Need better protection!	Park City	03/01/2015
	No tunnel to Park City	Park City	03/13/2015
	Not allowing any transportation over the the Wasatch Crest between resorts.	Park City	05/01/2015
	Overall the document still reads too much like a General Plan without much detail to really comment on. Transportation and Environment groups have done their jobs but the Recreation and Economic groups are lacking in detail.	Park City	02/09/2015
	Please amend the wording of Consensus decision to require that governmental members such as Summit County or Park City may reject a portion of the Mountain Accord agreement; and Mountain Accord will honor that rejection.	Park City	04/30/2015
	Please maximize the designation of federal lands as WILDERNESS.	Park City	05/01/2015
	preserving wild / un-mechanized areas in central wasatch for human-powered recreation is my number one goal. these areas are a unique resource because of their proximity to a large population base. environmental quality, wild life habitat, water shed also important. limit any lcc and bcc ski area expansion except in cases where land trades make sense. eliminate heli ski operations by buying out concession eliminate snow mobiles in lcc and bcc, especially cardiff fork no need to link park city with lcc/bcc roads or ski areas 3 park city ski areas will link "organically" with little negative impact on traffic and enviro quality	Park City	03/15/2015
	Put less emphasis on the ski resorts needs and more on the communities. Park City's and Summit Counties transportation problems exist and need to be resolved regardless of the impact from tourism and skiing.	Park City	03/15/2015
	Reducing traffic must be a bigger priority. Light rail has to be part of this. Ever been to ski areas in Switzerland or Austria? Buses won't solve the problem. Rail plus high parking charges are the way to go.	Park City	02/06/2015
	I live in the Pinebrook community of Park City and work in Midvale. I would love to be able to take transit. I do not work regular 9-5 hours, so would need the flexibility of a transit system that would be faster than my SOV and almost as flexible. I would also like to be able to take my dog with me on the transit system. A train system with a stop in Kimball Junction would be attractive to me as a commuter. Even better would be a stop at the Jeremy Ranch/Pinebrook exit.	Park City	04/26/2015
	Seems to be a shift for UTA moving large amounts of people to a small environmentally fragile environment. It will be an enormously costly effort to benefit very few developers and pushed onto the taxpayers. The water issue here never been addressed, we had a moratorium in the 70s and has been pushed under the carpet time and time again. There is something wrong with a process where large amounts of money are required to even have a voice at the table. We have had numerous projects shoved down our throats by the legislature turning PC into a sideshow.	Park City	05/02/2015
	Seems to me that the whole thing hinges on whether a train system into LCC is financially feasible and realistic within a reasonable period of time. I did not see a position being taken on the One Wasatch proposal, which I am strongly against.	Park City	02/18/2015
	I only saw one mention of protecting wild life corridors. Letting other animals live on this Earth is essential to our welfare. This plan looks unfinished because this concern is not addressed as thoroughly as it should be. There is no need for access from Park City to Big and Little Cottonwood Canyons. It will create more traffic in a pristine area and goes against the environmental aspect of this blueprint. Maybe an underground train or a gondola, but increasing car traffic is against all of our best interest. I think this project is amazing and I'm so impressed by the forward thinking. That you all for doing such an amazing job and keeping everyone so involved.	Park City	04/30/2015
	So far, I'm disappointed by what Mountain Accord has achieved. It seems like the group has spent a lot of time on just coming up with ideals rather than actual action plans that can achieve results. While good, these ideals seem self evident. It's time to get to work on coming up with actionable goals that achieve a balance of environment, recreation, transit, economy, livability and equality for all parties involved. I know a lot of people are focussing on the train like, so I'll just add my two cents too - don't build a train line from Park City to Sandy. That's just silly. Focus on the infrastructure we have, make it better, make it more efficient, convenient and more sustainable. Also, I really like trails. A lot. I like non-motorized activities the best.	Park City	05/01/2015
	Stewardship for the Wasatch does not include any significant development over and above all the development that has done by ski resorts and private property owners. No new development outside of private property and ski resorts is the ideal that I can agree with and support. A trade for appropriate lands to preserve public property and preserve tracts of the environment is acceptable.	Park City	04/30/2015
	Thank you for the vision to look into the future issues to protect an incredible place that is the foundation for the greater Salt Lake Area. Involving all the different interest groups is key to accomplishing the goals. I would like to see the Heber Valley involved, as you look at the 360 view around the central Wasatch they are a key component and will only increase over time.	Park City	02/25/2015

	The Accord seems to be focused on improving access to the Wasatch. It seems to be that the most preserved areas of the country are very difficult to access. Improving access is only going to encourage faster development and more destruction of our natural resources. I would like to see more protections and limited access built into the Accord.	Park City	04/26/2015
	The biggest proposal that Mr. Accord has come up with is a train, bored through the Wasatch. Is that environmentally friendly? I don't think so! I prefer the concept of One Wasatch, where all of the resorts are connected so we can ski between them.	Park City	04/08/2015
	The blueprint has a lot of information but not a lot of good sustainable solutions.	Park City	04/11/2015
	The blueprint is based entirely on promoting the ski industry, with no effort to address diversifying economies when the ski industry is no longer viable. The transit system does not go far enough to reduce automobile use in the Cottonwood Canyons. UNDER NO CIRCUMSTANCES SHOULD A TUNNEL BE CONSIDERED BETWEEN THE COTTONWOOD CANYONS AND PARK CITY!	Park City	05/01/2015
	The blueprint is in conflict with the purpose of the Mountain Accord. It will serve to further erode our environment	Park City	04/07/2015
	The blueprint places a lot of emphasis on development over preservation of the environment and natural landscape. We need to focus on keeping our open space open for dispersed recreation, wildlife, and preservation of natural resources.	Park City	05/02/2015
	The blueprint should be looking at the long term—for example, it states that the Big Cottonwood and I-80 road are ok for now, so we need to do nothing other than add buses (that few will use, just like now). But that won't be the case in 25 years, and Mountain Accord should plan for that now. And I suppose we have to compromise with the ski areas to get their land into the public domain, but isn't there already enough development in the Cottonwood Canyons? Wouldn't a better course be to buy the ski area lands and add them to the National Forest? And where is added water going to come from?	Park City	03/16/2015
	The current Blueprint appears to be a menu of potential high level actions associated with 4 distinct, not integrated, focus areas. Its impossible for an informed reader to make specific comments due to high level granularity of the document. However, the magnitude of resources that would be required for some potential actions (e.g., light rail tunnels) conveys the feeling of a plan that is overly weighted toward further development at the cost of a sustainable Wasatch. So at this point in development the Blueprint causes me grave concerns. Further, the process by which inherently competing interests (i.e., development vs environmental sustainment) will be satisfied or appeased is nebulous. Taken together (perceived current weighting toward development and an opaque decision making process) causes me to be very skeptical of the final outcome relative to enhancing environmental sustainability. Further, no legal means of enforcing trade-off deals that could provide future protection for environmental resources have been identified. Leaving the option for walking back on agreements resulting in further loss of protected sensitive environments.	Park City	03/26/2015
	The economic blueprint could do a better job of calling out the need to diversify the economic interests of the Wasatch Front and Back given impending climate changes and the resulting likelihood that the snowfall will be much reduced in the future. It appears that the idealized systems and blueprint framework is grounded in the belief that tourism will continue to be the main driver of the local/state economy.	Park City	03/11/2015
	The Mountain Accord seems to have turned into a way to justify a train for the Wasatch front to access the mountains at a cost that is unaffordable and unsustainable. It does not address the needs of the back of Wasatch community at all! This feels like a bunch of politician/developers getting together and figuring out how to get rich at the taxpayers expense.	Park City	02/08/2015
	The Mountains are already over crowded at many of the ski resorts. There is no information about how crowded the trail systems and ski hill are at this current time and how bad it will be if we can get more people up the mountain. I would also like to see some information on how many people use the public transit system already. There is a free bus system in Park City and I would be interested to know how many people use this system each day. I see people driving to work along side the bus every day.	Park City	02/05/2015
	The proposed approach appears forward thinking, even-handed and realistic about getting in front of and purposefully managing coming growth and pressure on our amazing natural resources.	Park City	02/05/2015
	The proposed train to Little Cottonwood Canyon and the tunnels to connect it to Big Cottonwood and Park City is environmentally unsound and economically unrealistic. The train would be underutilized most of the year. It would place a tremendous burden on taxpayers who would pay for an inflexible transportation system that would at best be serving a relatively small number of people and a few ski resorts. Far more flexible and more economical to beef up the bus system, perhaps making the canyons car-free as in Zion. If the canyon roads remain open, most people will continue to use cars to get to the resorts. The environmental damage to the canyon during the construction of a rail line and tunnels through the mountains would FAR outweigh their value. Don't rip up our mountains!	Park City	02/28/2015
	The proposed transit connection through the Big Cottonwood Canyon is an absolute travesty and is being driven by special interests in the Valley. No one in Park City wants this. It makes no sense and is an outrageous use of taxpayer dollars. Focus on the Parley's connection!!!! THAT makes sense. THAT people will use. The other is a marketing tool for Sandy and Salt Lake County. The general feeling is that this issue was decided long ago and this window dressing of a public process is just that. I do not believe that any consensus was developed.	Park City	02/04/2015
	The purchase of privately held land/easements is laudable. Removing entitlements from sensitive lands will ensure continued preservation and high quality recreation.	Park City	02/17/2015
	The transit system as proposed provides great benefit to the city of Sandy and possibly Draper, the Snowbird and Alta ski areas, and marginally also to the LCC and PC ski areas. This would necessarily be taxpayer subsidized. The LCC train and tunnel offer absolutely no common sense year-round benefit to the cities or citizens. It seems to work only as an effort for the LCC resorts to mitigate their occasional weather-induced access and egress issues (let's all hope heavy and regular snowfall becomes and remains an issue). The city of Sandy wants to be a mountain resort city. Laughable on its face, this idea would be boosted immensely if their hotel base was connected by the glamorous train to the mountains and a tunnel to the PC side is gravy on the deal. Meanwhile, the Accord's predictions show the incredible growth coming on the Wasatch back - yet fails to provide any realistic solution to the transit issues that are happening already. My input: a train, preferably a direct Trax connection with no necessary transfer, that links the Back to Salt Lake City is the vision for the future that is required. If a train connection is desired to the top of the LCC/PC area, it should come off the PC line. There is a reason that Parley's Canyon has been the connection all these years. It's the only one that makes sense. Please do not let the funding source of this scheme drive the result. It is a chance to do something good.	Park City	04/30/2015
	The transportation system is not well thought out. There is no need to connect all the ski resorts with a train type system or a auto type system. The ski resorts do not need to be connected. Types of skiers are different within the resort system. Skiers on the Cottonwood side and High end resort skiers on the PC side. The Gondola is not a good option because of the skier difference.	Park City	04/30/2015
	The tunneling between Little Cottonwood and Park City seems like a good idea when compared to the alternatives. It would be great if only trains and cyclists can use it. Powering the train with green energy would be a great addition as it would have less of an impact on our water supply. If the tunneling goes ahead I would look closely at the necessity of any aerial tram/gondola connecting Park City and Big Cottonwood Canyon. I feel this would be very unnecessary and would only encourage development of that beautiful area. The ski interconnect that currently serves as the 'go between' works very well and is always a trip people remember for the rest of their lives.	Park City	02/04/2015
	The weakness of the plan is that it depends on extensive financial support. A backup plan is needed. For example, opening Guardsman Pass to vehicular travel in the winter will address part of the connection problem to Brighton. But the Guardsman Pass road does not even appear on the map... it should at least be a footnote.	Park City	02/04/2015
	The work that the Mountain Accord has undertaken is impressive to date based on what I have read and heard. I agree that there are generally, no bad ideas. However, I personally believe that the Accord is attempting to address too many issues and should consider narrowing its focus. First and foremost in my mind is the fact that Utah does not need another consortium to guarantee economic growth. There are no mid to long term regional indicators on the horizon that even remotely suggest a slow down in the creation of jobs in the technology, services, energy, health care, tourism and even manufacturing sectors. Which leads me to the notion that the Accord should be solving for just two factors that truly threaten the quality of life for most of the citizens. First, the Accord should work to protect the fragile environment of the Central Wasatch so these pristine environments are not engulfed by the inevitable growth that is on our doorstep. As our economic growth increases demand for these prime recreational spaces we need to exercise thoughtful management of these limited spaces as to maintain the quality of life that is Utah. Second, The Accord should be focused on the planning and development of a world-class transportation system that shifts our paradigm from single user vehicles in those areas that need protection the most (the Canyons) while providing long term planning for the Wasatch Back. When you combine local vehicular traffic with thousands of rental car units it is simply an escalating recipe for disaster on many weekends and heavy periods. If we solve for transportation we have a better opportunity to maintain the quality recreational experience residents and visitors desire. The economy is best left to leaders who create competitive, market driven businesses with fair oversight from the state and county governments. Protect the Wasatch and solve our transportation woes. That's the focus to me. Thanks for listening.	Park City	04/27/2015
	There is so much to read on the Mountain Accord site that we went to the Park City meeting to get some clarification. But, the consistent theme there was that there are so many unknowns that your panel could not adequately give answers at this point. The Blueprint could contain more concrete proposals, and the cost of those. Perhaps going forward the Blueprint could include "Education", so the public can be aware of the impacts of unfettered growth, water use, and boundless consumption. I think it is important to acknowledge that without adequate snow pack (after this winter, we may need to plan for that) our watershed will suffer, as will any economic growth or expanded recreation.	Park City	03/17/2015
	These questions are tailored to serve your own purposes and not necessarily give you the feedback that you need to hear. IMO, I would say that there are better ways to address transportation issues, etc. with less impact to the environment than what you've proposed. The Accord, in the way it's presented, is misleading on many levels. The proposal puts humans (economy, recreation, etc.) first and foremost. I can't support that.	Park City	03/17/2015
	This is a clear push by the city of Sandy and Wasatch Front legislators to increase tourism at the expense of our canyons and the environment.	Park City	03/15/2015
	This is awful, billions is a lot of money to spend to urbanize what is left of Summit County	Park City	04/30/2015
	This plan doesn't address the problem of getting thousands of people from the condo to the restaurants at 6 pm nor from the ski hill to the condo at 4 pm. The easiest thing, to plan for, is how to move bodies from the airport to the destination, a 4th grader can see the answers... what will happen when 10's of thousands are zipped into the resorts with a sea of taxis in gridlock? maybe this has been included in this overview and it has escaped me... maybe not... My idea would be to work out the hard issues of ski hill to restaurant FIRST! that's where the rubber meets the road... The airport to resort sections will fall in place as we see how the demand loads work out, going into the future. The bottle necks are here now, we don't need to pile more bodies into the existing bottle necks. Work on the hard decisions, then your plans A, B, C, D will be easy choices... I doubt those who were in Park City this Christmas will be back next year... I surely wouldn't bother... did I miss the high level comprehensive set of actions?	Park City	02/24/2015
	Though we were told all along that this explorative and planning process was not about a train, I believe we were misled. If this wasn't the case, then someone needs to answer why over the snow connection now appears to be off the table. This is a patently dishonest political play by the leaders of the Accord to get what they want (a train). If not, then put the over the snow connectors back on the table as a viable option and let the people decide. Or stated another way, imagine if the Accord folks just unilaterally took the train concept off of the table altogether the way they have over the snow. Do you think the communities would be upset? If so, who would be upset? This is a decision that must be made via the public process, not unilateral political decision making. I ask how the Accord even has the authority to do this? Do you have the same authority to take other transportation options off the table unilaterally? Again, who's decision was it to eliminate over the snow? This is a serious question that must be answered.	Park City	03/11/2015
	Transit solutions to the Wasatch back should focus on routes up Parley's Canyon or possibly over Guardsman Pass because they could be utilized by visiting tourists and locals alike. Creating a tunnel from the Cottonwood Canyons to the Wasatch Back is wasteful and only supports tourists.	Park City	04/04/2015
	Tunnels are an expensive and stupid solution. Those pockets are being lined by that boondoggle?? I expect Utah to make better financial decisions. The combination of rail and/or bus and a high speed ski lift system would be a better and much more efficient solution. It would significantly reduce the numbers of vehicles on the roads thus reducing traffic and pollution from vehicles.	Park City	05/01/2015
	Unsure how any of this benefits Summit County. There are 6-7 major ski and recreational resorts, several of these are in very close proximity and quite easy to access. How connecting these additional areas will improve the environment or economics of this area relative to the enormous expenses which will be incurred, is a mystery.	Park City	03/16/2015
	We do NOT need a tunnel connecting Park City with the Wasatch front ski resorts. We DO, however, need a viable light rail system connecting Park City with Kimball Junction and then continuing down to SLC and the rail system there. We DO need the light rails system to operate to the airport on Sundays to be useful to tourists and local travelers in SLC and Park City. A light rail system up the Cottonwood Canyons, connecting to the I80 transit system, would be helpful to tourism and the environment. A tunnel is a waste of taxpayer money, and will not improve the quality of life for Utah residents or tourists.	Park City	04/22/2015
	We look forward to seeing the ski resorts joined together to create the largest ski resort in the world. We are confident that the various bodies and authorities will do this in a way that preserves the beautiful Wasatch mountains for future generations.	Park City	02/04/2015
	We should coordinate these efforts with the One Utah/Ski Link proposals. It is critical that we link the resorts: 1) they back up to one another already; 2) the positive economic impact will be enormous (we will have a 'European Ski Experience' of 20,000 skiable acres); and 3) linked ski areas will mitigate transportation costs and impacts on the environment. Lavnee and the Board are doing a great job managing this process!	Park City	02/25/2015
	We should focus on outcomes that are economically feasible and have a chance in the next 20 plus years of being completed. The train tunnel concept makes very little sense. While it is most important to protect water shed everywhere, more should be done in Big and Little Cottonwood Canyons. What about addressing the septic systems in the canyons and the effect on water quality. Certainly putting ski lifts to connect the ski areas will have less impact on water quality than the current septic situation. Also, the meeting in Park City was poorly run and could have been handled in a much more professional manner.	Park City	04/30/2015

	What exactly does "increased environmental protection" look like on an enforcement level? Anytime you build a road or chairlift/other ski transportation, you are not only cutting through habitat and wildlife corridors, but you also open up hundreds of acres that will be more susceptible to human traffic, litter, noise disturbance and the possibility of future development. I have a hard time believing that bringing hundreds of thousands more people into the heart of the Central Wasatch will actually translate into a healthier ecosystem and good land stewardship, even if the effort is there from a small group of people. I also don't think ski resorts like Deer Valley, Park City and Canyons are beacons of environmental responsibility, even though they'd claim differently. The consumerism and water use alone should be a red flag. Turning the whole central Wasatch into a mega-resort and economic hub (more than it already is) simply cannot be considered environmentally sustainable. What does "vibrant economy" mean? It sounds nice. Don't we already have a booming economy? Why can't we focus on making the "resort experience" more intimate, more defined by individual character, rather than lumping them all together into the Walmart of ski resorts. It feels like we are just accepting the "bigger is better" mantra without considering the fact that many people go to a resort like Solitude, just for that: solitude.	Park City	04/30/2015
	While I support some of the transit opportunities servicing Park City, I object to a plan that combines the Wasatch front ski resorts and the Park City ski resorts. I feel that Park City maintains its character by being physically separated from the Wasatch Front.	Park City	03/12/2015
	Why doesn't this Mtn Accord include the back side of the Wasatch Mtns through Soldier Hollow recreation area? There is skiing, tubing, golfing and biking, including mountain biking and road biking? There are national competitions held in this area, including Nordic Combined skiing (winter) and Tour of Utah biking (summer). Additionally the plan shows NONE of the areas for nordic skiing, such as Mountain Dell, Park City including RoundValley area, Olympic Park area (near Kimball Junction) and Soldier Hollow. If the plan is going to show alpine ski areas, mountain biking trails, and hiking trails where are the defined nordic ski trail areas? They require access and parking and get more crowded each year. And the safety and access improvements to these venues? Perhaps a better definition of "Central Wasatch"? Seems to include only the middle mountain area, yet the report includes SLC area and Quinn's Jct area. Midway/Heber are experiencing high growth. Wouldn't now be the time to include these areas in the recreation/economic/transportation Wasatch Mtn Accord? Many supporters are listed on the front page - where is the TUNA (The Utah Nordic Alliance) decal? Has anyone contacted them? Additional land purchase for preservation is great idea.	Park City	04/29/2015
	Would like the Blueprint to address the locations of the entrance to the Park City area exactly. Where would the transportation enter from over the mountains in Park City? I am speaking of the exact street location. No where does it specifically state this. This will impact the people living around this location drastically and I notice this issue is being conveniently ignored. Please respond on the blueprint where this location is to be and what kind of transportation. Thank you.	Park City	03/26/2015
	Wright Mountain Accord Comments (Glenn Wright, Park City Resident) The Recreation and Environment pieces of this project are well done and mostly of concern to Salt Lake County. The Transportation element is more controversial. My comments are based on the document called Mountain Accord Transportation Corridor Purposes and Alternatives 2/3/2015. I favor a combination of alternatives B, C and D. -BRT or bus up both Cottonwood Canyons, with other traffic restricted to commercial vehicles and residents only. -Aerial connection from Park City to Brighton. -Express Bus from SLC airport connecting to a BRT line from Kimball Junction to the resorts and Quinns Junction. -Aerial Connection - similar to the Peak to Peak Gondola at Whistler ( <a href="http://en.wikipedia.org/wiki/Peak_2_Peak_Gondola">http://en.wikipedia.org/wiki/Peak_2_Peak_Gondola</a> ). The Aerial connection to replace the Town Lift and start on the west side of the ski bridge, with stops near the uphill terminus of the Crescent Lift, proceeding to a point near Scott's Bowl or Puke Hill, terminating at Brighton base area. This lift is about twice as long as the Peak to Peak gondola at Whistler which cost \$51M CDN. I suggest that it be built in a public/private partnership between the resorts and the UTA or UDOT, to be operated by the ski areas during the ski season and by resort personal, but paid for by the public partner during non-resort operational hours and days. Express Bus - This service must be easy for the visitor to use and include a system to seamlessly deliver luggage to the final destination (perhaps in different vehicles) as well as merging into a robust BRT spine on SR 224. The Chamber of Commerce and travel agents should be promoting mass transit before the visitor arrives and attempt to intercept visitors before they hit the rental car counters	Park City	03/08/2015
	You cannot reconcile a 'vibrant economy' with 'responsible stewardship of the environment' when tunneling through the mountains and building rail systems is on the table.	Park City	04/26/2015
	A new high traffic corridor between Little Cottonwood and Park City would greatly increase urban sprawl instead of relieving the traffic congestion we face. It seems that the underlying and unspoken purpose of adding the train and southern entrance to Park City would be to increase development. At some point, we need to determine how much is enough and learn how to give a more quality product rather than just opening the area up to more and more. Adding the new development corridors would take away from the character of what has made the Wasatch Front an idyllic place to live, work, and play, and turn us into an LA of the Mountains.	Park City	05/01/2015
	The information in the Accord is not specific enough to answer any of the questions truthfully. Maybe I need to read the whole thing again but I doubt it will get much clearer. My question is, "when is enough, enough?" How many more biker, skier, hiker, tourist etc do we need to provide transportation for ""? At some point it will become self regulating like Yogi Berra once said about a local diner, "No one goes there any more, it is crowded". I think everyone needs to take a deep breath and slow down a little. Who is pushing this whole thing? Look at the small amount of input time was given to Park City compared to that of the Wasatch Front. The impact on Park City will be huge where Sandy will hardly know or care what happens in the mountains above them. Please slow down and really think this thing through, there won't be any do overs. Randy Spagnolelli RandySpag@gmail.com	Park City	02/25/2015
	Tunnel idea is very interesting if it could re-utilize some of the existing mines in Park City and the Cottonwood canyons. Would be reasonable grades (rather than up and down) and avoid the snow removal issue. Would like to see this idea developed. Aerial gondolas make no sense. Footprint of giant towers across the wilderness area. Will get minimal use nine months of the year and even in high season will not likely be economic. Just look at how much Snowbird had to build to try to economically justify the giant gondola it built 40 years ago in the failed attempt to get the Olympics. Not to mention destroying the mountain top on which the gondola was built. Can always tell with Snowbird is when hiking the Wasatch peaks now. Widening and plowing Guardsman Pass as an all-season road is not the greatest thing but may be cheaper than the tunnels and would not damage the wilderness area like aerial gondolas that will be economic/environmental failure. Could add bike/ski lane/trails on the side of the road. Switzerland and Austria have a number of interesting engineering solutions for these high elevation roads. Would be interested in learning more about how the Brighton Bowl will be protected now that Deer Valley owns Solitude. One of my favorite hiking areas that I do not want to see end up like Empire Pass/Montage with development throughout the open space.	Park City	02/24/2015
	The saying "If we build it, they will come" is already coming to fruition with the presence of VAIL...and is very concerning to me. As a 13 year resident in Park City (primary residence) I am very very concerned over the influx of visitors to park city mountain resort, and I am beginning to feel like I am the outsider on the mountain. Gone are the days when riding the lifts I would have the opportunity to chat with other locals...this year 9 times out of 10 I am riding the chair with out of state folks...while I realize how important visitors are to our economy - sadly we are definitely losing the feel of a small mountain town. I see this problem as increasingly worsening with Vail touting the expansion of PCM with Canyons as it is being touted as the largest ski resort in US...they will come !!! My biggest concern is out of control building, and no. 1 overall - the traffic congestion and parking issues. While there are many proposed transit options, some much better than others in attempting to sustain our "independence and small town culture" I don't feel either of the councils have the long time PC residents interest at best here, and definitely the consideration of a pathway from Sandy to Park City should be removed -no matter what!! The only sane option that I would consider is placing a "cap" on the number of individuals that are allowed access in any given day on the Mountain for skiing, and consideration of a significant Toll Fee to be placed on private vehicles entering PC from either SR 224 or via HWY 40. Full time Residents of Park City could purchase a Toll pass, but all visitors would be subject to paying a toll if transport into PC is via vehicle. Colorado has electronic Toll cameras that seem to work well. This may encourage use of other transit systems, which there are a few that seem to make the most sense both environmentally and recessionally. I would be in support of a light rail Transit (LRT) both on SR 224 & SR 248 into Park City as being the most unobtrusive option and if there is adequate parking for people coming up I-80 I believe it would be receptive. Adding BRT Bus rapid transit vs bus in mixed traffic seems to make more sense as well as long as it does not diminish the bike paths. This winter has seen many days (sadly) permitting road riding...and I am a frequent rider on SR 224, and would hate to lose any bike access from Kimball into Park City. And then of course there is the dilemma of Deer Valley, and only one exit path --- we have experienced way too many nights of 45 minute time frames just to get out to Sr 224 !!! I believe the gondola may be a good option, but again that with these parking issues as well for those that choose to ride the gondola. Once again, a FEE for private vehicle access may be one way to deter folks from driving. In closing as much as I hate our beautiful PC to become such a "Dictator" community, by limiting the number of vehicles/people to preserve the "land that I love live in it" is more important than anything. If the increases in building (both residential and commercial) continues at the rate we are now seeing, and traffic and congestion on the Mountain - it may be time for us to consider moving elsewhere...sadly, as we had hope to retire here in these beautiful mountains...it may not even remain affordable as BIG corporation and growth seems to be taking precedence. Also, I do agree with all of the current proposals for the Transportation options to be DROPPED...none are acceptable.	Park City UT 84098	03/11/2015
	don't spend billions of dollars building roads and trains into our mountains and mountain towns!!! you will only make the mountains more crowded and developed then they already are!!!	Park City Utah	03/16/2015
	1.Create incentives/disincentives to reduce the use of private cars to move skiers, other recreational traffic, and resort employees between Kimball Junction, Quinn Jct, lodging facilities, and residences, and the ski resorts. 2.Improve and expand the free bus transportation from residential areas (including Heber valley, SLC valley, etc.) for employees of the resorts and of the general hospitality infrastructure to the various work places. 3.Separate as much as possible the ski resorts/visitor traffic in the Wasatch back from the daily routine traffic of residents, with the goal to improve everybody's experience.	Park City, UT	04/08/2015
	As a Park City resident, I won't support an over the mountain rail system to Park City from the Cottonwoods and Sandy. An over the mountain to Park City tram, or train seems like it'll be both extremely expensive to build/maintain, and very slow. Increased bus service and park-and-rides for the Cottonwoods seems more achievable and useful than a light rail.	Park City, UT	03/16/2015
	Full Disclosure, I work in the Real Estate industry, specifically in the finance world. So I benefit from this type of growth. That said, this growth is the evolution/death of the Wasatch Front as we know it. It is the path of enabling more and more to use the area. It is hard to argue that we should prevent people from using the area however there is no argument that this type of growth is motivated by a profiteer at some level enriching the very few yet affecting the many. Again, I work in this industry and understand the process of land acquisition to final end user consumer taking title downstream. I am against it as I am here in Park City because of the small town feel/ quality life for my children vs the Rat Race of the valley and other metro areas. Bringing the Rat Race to Park City is something I will fight as long as I am here. There is a place for this type of ambition and it is not in my backyard.	Park City, UT	02/24/2015
	I am highly opposed to the plan for a tunnel into Park City. It would do harm to the character of our town. It would only add to the congestion here. It would help developers, hotels and restaurants in the valley but not those in Park City. Inanition the proposed cost is out of control!! I am also opposed to your bringing a train into Park City.	Park City, UT	04/30/2015
	I feel that a tunnel from Little Cottonwood Canyon to Park City is a terrible idea. It is environmentally unsound due to the damage done by tunneling through pristine areas. It creates far too much traffic coming into Park City on steep windy roads. It will only increase Park City's traffic problems. If it is desired to connect the different areas, the solution proposed by One Wasatch is a more sound idea. It would only require 2 more aerial lifts in addition to the new one being built between Canyons and Park City. That way skiers could ski all the areas in one day IF desired. It would not increase automobile traffic. Mass transit options between the Salt Lake Valley and Park City are a much better idea using the I-80 corridor.	PARK CITY, UT	04/26/2015
	I have spent considerable time underground in the Park City Ontario Mine. The cost of building tunnels and then maintaining them is unrealistic. The proposed connections do not solve any transportation problems but only move traffic from one congested narrow canyon to another.	Park City, UT	04/30/2015
	There should be no road or tunnel connections from Cottonwood Canyons to Park City.	Park City, UT	04/30/2015
	The blue print is poor because it costs too much.	Park City, Utah	05/02/2015
	The phrasing here incorrectly assumes the responder agrees with the real (ie. economic) purpose of the Mountain Accord. Please respond and honestly explain how more access to the Park City area from the Salt Lake Valley protects and improves the natural beauty and recreational experience for people(residents and visitors) on the Park City side. You are tripling access options from an area populated by millions to an area populated by a few thousand. The protection that you claim to be promoting should be limiting access from the Wasatch Front to the Wasatch Back. The Wasatch Back will have enough stress from the growing population on the Wasatch Back. Congestion in the Millcreek and the Cottonwood canyons is only a problem for Park City residents when you physically connect them. A more accurate title for your plan would be "One Salt Lake Valley". This plan should be limited to improving conditions on the Wasatch Front.	Park City, Utah	02/11/2015
	need more information regarding the details /specifics of the Blueprint. Understand that it is still early and the ideals set out are very good but the how-will-you-get-there nuts and bolts is not conveyed. Maybe it is still early and details are being worked out, but there is a lot of this is great we should do this, but the path forward is not clear (maybe it is still being worked out)	Philadelphia	02/06/2015
	No trains, lanes ping up little cottonwood canyon. Preserve nature. There is already a riad to access the canyon. Nothing more is needed or necessary.	Piano tx	03/05/2015
	I think connecting resorts between SLC & Park City is a very cool idea, but may be somewhat impractical. You start out in one resort in one canyon, and you end up in another in another canyon and city, without your car, or questionable transpo on the other side. Too many unknowns- people won't take the risk. It's cool, but unless resorts respect other resorts tags, I'm not interested in paying alot of extra \$ to visit a resort for 1 run, and scramble back to fetch my car. If it's a clean transfer, it would be alot better. But the issue of transpo on the other side is a bit dicey. I would be scared I'd get stuck on the other side. If I were a visitor, I think I'd just pick another day and ski that resort. Although, it sure does seem enticing. Not sure if I would use it at all if these issues weren't addressed. Seems like any common-sense tourist would have the same fears.	Pleasant Grove	05/01/2015

	By not putting highway/road connections through the mountains, which will only increase traffic, pollution, and eventual degradation of natural resources.	Provo	04/15/2015
	The nature will be disrupted with all these modifications mentioned in the blue print. These mountains are appreciated and make Utah residents proud of living here. Their pristine beauty should be kept untouched by man's development that only seeks financial gain with no consideration of other life like the impact on the wildlife or natural ecosystem in that area.	Provo	03/15/2015
	When it says transit does it mean bus or rail?	provo	02/06/2015
	Canyon resources should be extended for more than just commercial ski industry. The proposal to construct rail access seems difficult to justify for any other interests. Future plans need to address more than commercial exploitation. I see the Mineral Basin "cleanup" as a good example. It was "cleaned up" primarily to provide support for extending Snowbird resort, and excluding all others. This violates the Forest Service "multi-use" mission, among others. I favor developing a balanced comprehensive plan for the future, but I don't have much confidence that this is it.	Provo, UT	02/09/2015
	Seems like the ski areas are having their way with this process. They are probably the only interest group who would benefit from increased infrastructure, especially transit. They've somehow convinced everyone that this is necessary for economic growth, when it really hurts our backcountry experience and therefore our reputation as a great "mountain city."	Provo, UT	02/06/2015
	Why try to squeeze more people into the Cottonwood Canyons? All for more money for the corporations. Leave them alone! Do not sell out! Develop in Parley! Stay out of the Cottonwoods! Any more development will have the die hard skier's and rider's leaving, and spending their money in Montana and other less developed Rocky Mountain states! I'm sure this is an agenda, and the powers that be are trying there best. Leave the Cottonwoods's alone!	quincy	04/30/2015
	good luck buddy!	ranchosanta margarita	04/30/2015
	I don't believe Mountain accord has in mind the best most majestic future for the wasatch. I would like to see the least possible impact on the beauty and naturalness of the mountains. We can't continue to trade all of our great natural resources that all of those places and our state is great for in exchange for dollar signs. Your ruining natural beauty, wildlife habitat, and further incorporating what should be left an untouched peace of gold. We don't need trains or expansion of ski resorts. I would be more open to the trains if vehicle travel was no longer permitted up the canyons. Don't ruin wildlife habitat or corridors, or put in danger Utahs thriving hunting and fishing community that provides billions to the economy by trading these places to forever be lost because of irreversible economic growth. Destroying our natural resources isn't moving in the right direction.	Richfield	03/10/2015
	There should be greater protection on our natural resources and there is no need for a train system up the canyons. Shuttle bus would be an effective way that would not damage or marginalize the scenery, water, or wildlife habitat. We need to keep the Wasatch a beautiful and natural place, rather than develop and ruin it forever. The more protection from development the better for all of us.	Richfield	04/08/2015
	I don't like this idea at all. It will take away from the natural beauty of the area. One reason I love SLC is the solitude of the mountains. This proposal will end that. This plan only benefits someone's greed.	Riverton	03/14/2015
	This is a good plan, long overdue and needs to be done.	Riverton	04/30/2015
	The Blueprint stated that the federal lands would be doubled to help preservation. Does the land really have to fall into federal hands to be preserved? Could the state preserve these lands just as well? I understand that the Wasatch is top priority not only for the extent of the natural resources but also for the watershed. However, I would love to see the Mountain Accord extend to the Ogjinh mountains also. It would be wonderful if we could preserve Rose and Butterfield Canyons, the Herriman Hills, and space for the Bonneville Shoreline Trail before the west side Canyons also get "loved to death." Also, many developers are eyeing the lands on the mountains of the west side of Salt Lake Valley, behind the backs of the people looking to the east.	Rose Canyon	02/05/2015
	A tunnel from the Cottonwood Canyons to Park City would RUIN the Cottonwood Canyons. We would see an influx of people who would otherwise be recreating in Park City. The only way that a tunnel would be feasible environmentally is if cars were banned from the canyons completely. There should be improved bus service from PC to SLC if those residents want to recreate in the Cottonwoods. UTA needs to be improved to allow better access from PC and the Salt Lake Valley as well. A 2 hr commute time from the Salt Lake Valley is unacceptable if we are truly concerned about cars in the canyon. Ski areas should not be allowed to expand any further. They are already huge polluters of our watershed. Snowcats burn hundreds of gallons of diesel fuel per night in our watershed and along with snowmobiles, leak motor oil and petro chemicals into our watershed, as well as disrupting nocturnal wildlife.	Salt Lake	05/01/2015
	As far as providing "quality recreational activities" it addresses how to better get people to areas such as the ski resorts or park city, but does not speak much to how or what is going to be improved on the "trail networks". I am an avid biker. Both Road and mountain bike. I don't see much in these plans as far as details about improving bike lanes and if transportation up the canyons is getting an upgrade, then so should the bike lanes and shoulders up the canyons for road bikers! On the mountain bike side I feel like Salt Lake (more the avenues/shoreline area) badly needs a similar trail system that has been created in the Draper-Corner Canyon area. Some uphill and downhill specific trails. But if something similar could be set up in Parleys, or Millicreek or the Cottonwoods, that would be great too! I would love to see a trail system come from Parleys summit down to Lams canyon. It would seem to have a similar feel as what has been created on Jackson Pass, WY. Just a few thoughts, and if someone has direction on where I can get more information, or get involved in trail system discussions I would love it. Thanks, Tyler 801-209-7116	Salt Lake	05/01/2015
	As the goal of the Accord is to "preserve the central Wasatch" and to mitigate the effects of future growth, the current blueprint falls desperately short in its efforts to protect this precious resource. If the goal is to strike a balance between preservation, public usage, and economic benefits, that balance was attained at least two or three ski resorts ago. Any model that attempts to accommodate increased usage expansion of developed areas through trail building, expansion of infrastructure, or increased tourism is counter productive to the goal of protection, and in conflict with the concept of conservation. The Wasatch range is a treasure that needs to be protected for future generations, not exploited for short sighted economic gain or recreational convenience.	Salt Lake	04/30/2015
	Drop any ideas of hugely expensive mountain railways and fully interconnected mountain areas. Include, and does seem to be there, creative shuttle and bus ideas and ideas for programs to promote such use and make it easier. I find much of the blueprint and accord laudable - save the environment, clean air/water, great recreation. The specifics are much harder to interpret (and foresee) the pros and cons, but some are concerning (Below)	Salt Lake	04/19/2015
	Hi, I am most concerned about the environment. I want to see an Environmental Impact Study by an independent entity that will not benefit from any economic development under the jurisdiction of NEPA before I am convinced that what you propose will actually protect and preserve our "unique" mountains. I am concerned about the impact to our watershed, flora, fauna, and quality outdoor experience. Train - against. Tunnel - against. Land swap so resorts can increase density in bottom of canyon - for Grizzly Gulch - keep as backcountry skiing access. Snowbird in Utah County - fine - this way they can make more money, right? Protect White Pine and Days Fork - awesome. Expand and maintain trail systems - good use of public money that benefits "the people of Utah and tourists" Guardsman Way - protect from further development. More parking lots - avoid if possible	Salt Lake	04/15/2015
	I am a backcountry skier, hiker, fisherman and general muscle-powered user of the Wasatch. I encourage all planning that comes from this process, with particular attention to the following issues- 1) Water quality preservation is of utmost importance. 2) Transportation by car should be limited, bus service improved, LCC particularly should be examined for possible shuttling, train service, or similar alternatives. 3) No tunnels through the mountains, no gondola, ski lift or mechanized transport should be considered. 4) No further ski resort expansion should be allowed, particularly in Grizzly Gulch, Flagstaff, White Pine, American Fork side of the divide. 5) Overall enviro concerns must take precedence over developers' and resorts' needs.	Salt Lake	04/17/2015
	I am like a lot of people who live in Utah for the recreational opportunities. Any resort expansion invades heavily used backcountry space. The resorts are not hurting. Look at the money they are currently willing to throw around in lawsuits and acquisitions. They don't need an interconnect and more lifts, with a few exceptions, removes an irreplaceable resource. Interconnect has been a dream for the ski companies for ever. NO! If Park City and Deer Valley want to drop their ropes I say go for it. Sol-Bright and the lift between Alta and Snowbirds Mineral Basin are fine. Hardly anyone uses them. New lifts or gondolas going over ridge lines to connect the canyons is a terrible idea. HATE HATE HATE this idea in any form. OneWasatch, Ski Link, Interconnect or whatever you want to call it, it's a terrible idea.	Salt Lake	04/30/2015
	I do not believe that the transportation systems proposed (tunnel) can be accomplished by meeting the environmental preservation/conservation goals of the accord.	Salt Lake	03/25/2015
	I think you are being deceptive on the website. Under "key proposals" or "actions" you don't come out and say you're proposing to put 2 tunnels through the mountains PLUS an aerial tram! Viewers might miss that like I did the first time through. How on earth do tunnels protect the environment. This is ridiculous. And to propose an aerial tram over that gorgeous ancient aspen forest across from solitude. I am very upset about this!! You should require multiple occupancy cars and put in some kind of bus like what they did at Zions. Please do not trash the mountains with tunnels!	Salt Lake	04/15/2015
	In my review of the Mountain Accord, I feel the purpose of protection of our natural resources is undermined by creating easier access. Though I support less cars and more transit, I feel increase bike access should be assessed as well. More people accessing the mountains is great but I fear a loss of the wild nature of many Wasatch areas as well as increased litter and waste that comes with the addition of people to previously less access areas.	Salt Lake	05/01/2015
	In order meet environmentally sustainable goals that protect the environment, there should not be any cross mountain transportation plans that will newly disturb the Wasatch Mountains.	Salt Lake	05/01/2015
	Is there a need to consider capacity - capacity of cars in the parking lot, bikers/hikers on trails, etc.? What will limit human use and what are the implications on wildlife of those different levels? I recall a study done at Delicate Arch that essentially determined how many people could have a quality experience. They were able to identify a carrying-capacity if you will. When visitors exceeded that number, the experience began to decline. Is there an equivalent to be considered with the Mountain Accord?	Salt Lake	04/30/2015
	More development between the Ski areas only damages more of the ecosystem in the high mountains. It might be good economically-but we have already impacted our shrinking wild areas-those are the priority.	Salt Lake	03/22/2015
	Must preserve all existing hiking and biking trails.	Salt Lake	04/26/2015
	Restrict traffic, halt all development expansion, including ski areas, no tunnels.	Salt Lake	02/11/2015
	There is no need for increased connectivity or increased transportation, beyond the needs of the special interests who stand to profit.	Salt Lake	04/05/2015
	very broad brush at this point makes it difficult to come to any conclusions or judgments about how effective the accord might be. Details are needed OR parameters set to create minimum standards	Salt Lake	04/30/2015
	Was hoping this might be something other than about development and building a train. Transportation should of been about efficient affordable year round options for all. The mountains should be star of the show not "a train like Zermatt". The world does not need a direct connection between State St in Sandy and Park City.	Salt Lake	05/01/2015
	I do not want any ski resort connections with Cottonwood Canyons/Park City built. I do not want ski resort expansion. (I am a skier) I do not want to open more land up for commercial development in the canyons. With Global Warming we will have more years ahead with less snow, perhaps drastically altering our ski industry. Do not build massive condos, trams, etc, which are based on our past records of snow fall. I DO want a non polluting (ideally) way of mass transit up and down canyons to provide for hikers and other recreation. Solar battery powered or something - get Tesla to build it! I want the watershed protected, hiking trails improved, x-country ski trails built, but generally leave things alone and preserve what we have now for further generations. Thank you	Salt Lake City	04/30/2015
	no extra lanes and no trains up Little Cottonwood Canyon.	Salt lake city	03/10/2015
	Only transportation options that improve the following aspects of the Central Wasatch environment over the current state of affairs should be considered: 1) watershed quality, 2) environment for native flora and fauna, and 3) quietude. Access to trails for human-powered exploration should not take a back seat to transportation to large resorts. The emphasis should be on getting people to their destination and back to their point of origin. Any design that facilitates single vehicle traffic through one canyon into another such as connections between the Cottonwood canyons and either Park City or the Heber valley will greatly increase traffic density with a concomitant increase in noise and air pollution. Just because areas above 7,000 ft generally have better air quality than the valleys is no reason to pollute the mountain environment until it does become a problem. In other words, DO NOT recapitulate the mistakes of urban development where webs of through-roads permeate the land in the interests of housing and financial development. And then, any transportation plan should have majority public support followed by an Environmental Impact Study under the NEPA process.	Salt Lake City	04/27/2015
	The Accord places economic growth above preservation. I have heard the Ski Utah rep promote connecting the canyons as a unique "marketing" benefit - not as a move with inherent good for our community. I also object to placing a train in Little Cottonwood. The expense is not justifiable and the need to control traffic could be met by limiting parking (by cost and spaces) and implementing a van system like the one used in Zion National Park. Please, please reconsider the existing proposal. It requires enormous public spending while benefiting very few citizens and compromises the wilderness quality of our beautiful canyons. Kate Lambert	Salt Lake City	03/09/2015

	I do like the new trails and designated protected areas, but I am not sure what it means to have "increased environmental protection". I think I speak for a lot of people when I say, we thought a rail system into the canyons meant closing the roads to most, if not all car traffic (big and little cottonwood canyons). Also, connecting the rail system between the canyons only adds to the degradation of the tri-canyons and ruins the experience for those people trying to get away from cars, trains, ski resorts, helicopters, etc. I am sure the ski resorts are very happy with what you are proposing. This proposal is very slanted toward economic interests and overall I am very disappointed with what is in the proposal. I really thought this was going to be a process to save the canyons. One good note, I consider myself to be someone that is willing to compromise to get to a mutual agreement, but there have already been so many compromises in the Wasatch for business it would have been nice to see a proposal that really wanted to save the Wasatch from more development. I have lived here all my life and watched the Wasatch get loved to death, this proposal, if implemented, is the end of what used to be a unique and special place.	Salt Lake City	03/04/2015
	The Mountain Accord purpose, as I understand it, is looking towards the future of our mountains, the increasing people using the areas and the traffic involved, the impact on the land, water and air. It seems to me the "proposed blueprint" ideas are thoughtful, but seem to fall short of actual trends of the current users of the Wasatch Mountains. The water data presented is old. Our water shed areas increasing limits places individuals can go with their animals. The UTA continues to raise prices, take routes away, what makes the Mountain Accord think the public will use transportation infrastructure that may be difficult to use. The canyons lack adequate current parking and many trails are in disrepair which can be a factor in environmental erosion. I agree the future of our beloved mountains and all their great resources should have a plan, I just don't feel the general public's interest is being considered. It feels to me that the Ski industry and their moneys are driving this blueprint.	Salt Lake City	03/11/2015
	The scenarios stated don't do enough to protect the wasatch and it's resources. Preservation is more important than economic stimulus. Connecting the resorts together isn't a good idea for anyone except the ski resorts and their interests. Find a way to get less cars on existing roads -don't make new ones!	Salt Lake City	05/01/2015
	* I think light rail is ridiculous, in terms of cost and purpose. In nearly every place and study, systems like Bus Rapid Transit are a WAY better use of public dollars. * I oppose any growth or development or expansion of existing ski resorts. Development should be pushed in our urban valleys, not our canyons. * The words in the blueprint all sound good, but I fear many of the words are just a cover for more houses. Bigger houses. More malls. More shopping. More condos. * I'd like more camping, more hiking, more buses, more safe roads for cycling.	Salt Lake City	04/30/2015
	1. Please consider a walking/biking path along the road in Upper Mill Creek. 2. Air Quality along the Wasatch Front impacts the economy, our health and our recreation. How does the Mountain Accord proposal address this?	Salt Lake City	02/25/2015
	1. Unfortunately to see the Aerial Solution for both canyons but specifically LCC off the table. Having used high-speed gondolas in Switzerland I believe it preserves the scenic and natural resources and it is such a great traveler experience. The trail down could serve as an alternate way to get down the new, wide canyon trail on mountain bikes or walking. Leaving the road for road-bikes. I could see traffic allowed before 7am, after 7pm, or destination traffic with permits. 2. Great to extend the trails as proposed, but there is still much more to do with existing trails that are lacking basic maintenance. 3. I could get behind a one-wasatch idea if it meant just the connector lifts, and if trail skiing would then be forbidden in the Wasatch as well as snowmobiles in guaman pass and other areas where they regularly poach. 4. The sad thing is that our snowpack will continue to diminish and the resorts are going to need all the water they can get their hands on for snowmaking. We think running free buses up the canyons will do the trick, and on paper it might sound good, but experience in other cities shows people just don't like to get out of their car for the bus part if they don't have to. Zermatt has done this figured out decades ago, Avoriaz too. Kick the cars out and watch the value of the experience, as well as property skyrocket. People get used to it super fast. Zermatt allows electric cars only, the downtown area is a walk only zone and businesses are doing better then ever before. By the way, good luck, you guys are brave trying to tackle this. Thanks for the opportunity to chime in.)	Salt Lake City	02/05/2015
	A few comments: 1. A shuttle system is a GREAT idea! Right now the canyon is at capacity (car capacity). If more users are going to use it, a shuttle is necessary. I do feel that the speed limit should be reduced, and there needs to be limitations on how wide the road becomes. As I own property in the Firs development in Millcreek, this is important to me. 2. The only way rail makes sense in the Cottonwoods is if driving private cars is limited to land owners in the canyon or there is a hefty \$5 fee (ala Millcreek). 3. The land swaps seem fair to me, but there needs to be zoning restrictions so that a Brighton Hotel (for instance) cannot be 20 floors tall. This way we retain as much of the traditional character of the place as we can. But I do feel that if Grizzly Gulch isn't part of the agreement, then there should be no land swaps at all. 4. I very much oppose any type of transportation linking the ski resorts that would put any kind of tram/ski towers over the ridges between big and little cottonwood canyons. The only place it makes sense to link the canyons is Brighton/PC through hidden canyon. UNLESS we are talking about tunnels. 5. I think it important to establish legitimate trailheads for some tenuous situations, such as Heughs canyon, for instance. 6. Mountain Accord should seriously look at stopping motorized access in Mineral Fork. There is motorized access for almost the entire northern and southern Wasatch. While the number of hikers increases, the amount of land set aside for hiking is not getting any bigger. Mineral Fork seems like the best place to do that. 7. Make sure the new parking lot at Wasatch Mountain State Park is not so close to the cabins up there. Cabin owners don't want it, and recreationists also don't want to see cabins either. There are alternative locations for that (abnormally large) parking lot further down-canyon that make more sense.	Salt lake City	04/30/2015
	A rail system tearing through Little Cottonwood Canyon will destroy the environment, cost far too much money, and cater to the wealthy. It will be a blight on the exquisite landscape year round simply to solve a problem that exists during a short period of the ski season. I realize most of the big stakeholders have huge profits to be made, but I still fail to see the point of ruining two gorgeous canyons in order to access Park City, when I-80 provides easy transportation. Why carve up our mountains in order to serve high-end tourists and locals? Canyons are for more than skiing, and since many in our valley cannot even afford to ski, Big and Little Cottonwood Canyons should remain as pristine as possible for those who seek the simpler pleasures of nature.	Salt Lake City	05/01/2015
	A train tunnel up/under LCC/BCC would seem to create a lot of opportunity: no worry about weather; tunnel access to all areas; alternate/safe exit route in case of road accidents; water/fallings clean up; no surface impacts or property loss; mass transit. That is how they do it in Europe. Don't be so constrained, this is a vision.	Salt Lake City	04/30/2015
	About transportation: It is unnecessary to provide a transportation link between the Cottonwood Canyons and Park City. The need is for a viable mass transit system that serves access to the Cottonwood Canyons from the Salt Lake Valley. Please do not build tunnels thru the mountain. Instead, we need restricted car traffic and a vibrant/frequent bus transportation system such as has been implemented in some of National Parks (e.g., Zion). About development: Please do not expand the base facilities at the Cottonwood Canyon resorts. The goal should be to keep the development simple, with basic services and lodging. The magic of the Cottonwoods is that they are not overly developed like Park City, Jackson, Lake Tahoe, Colorado, etc.	Salt Lake City	02/09/2015
	Accolades that such a variety of interests have come together at the table.	salt lake city	04/26/2015
	Address the proposals that would link all ski resorts. You may not support it, so counter it. If you do support it, address it. And if you don't have a stance, you can't ignore the proposal!	salt lake city	04/29/2015
	After reviewing the Blueprint of the Mountain Accord, I truly believe it's VITAL to make wilderness/environmental protection the priority. We are at a point in human history where we need to start thinking of environmental stewardship above all economic, recreation, industrial, etc. purposes. I know it may seem irrational and extreme now, but if Mountain Accord sets environmental protection as #1 on their "To Do" List, their project could potentially become a role model for other projects like these around the country. Mountain Accord has the unique opportunity to combine transportation, recreation, environment, etc. by working with specialists from ALL these areas, rather than polarizing the groups. Groupthink is the ONLY way we will come to a resolution to this problem, but I truly believe that environmental awareness should ALWAYS be in the back of our minds, no matter what. I urge you to prioritize wilderness protection.	Salt Lake City	05/01/2015
	An environmentally-sustainable transit system would involve mass construction in, and around, all of the canyons. Such large scale construction would have an impact on the natural environment and would certainly have an impact on our fragile watershed. The "blueprint" must realize that the environment comes before economic and recreational expansion. If our mountain environment is compromised for our selfish want to expand, and industrialize, then surely it will fall and we will be left with a deteriorated shell of our glorious mountains. It is imperative we take care of our mountain environments in a world affected by climate change; especially in our dry, hot climate.	salt lake city	04/05/2015
	An Unpardonable Sin The quality and quantity of the snow, steep beautiful terrain, and easy access make the skiing/hiding experience in the Wasatch Mountains (backcountry and resort) world class. This is a special place. But the quality of the skiing experience in the central Wasatch is in jeopardy. I see the proposals for expansion by the resorts and Ski Utah's "One Wasatch" simply as marketing tools to attract more tourists to our world-class resorts. As a native Utahn, Snowbird season pass holder, and frequent backcountry skier, I don't believe these proposals for expansion are in our community's best interest. The Alta and Snowbird ski resorts cannot accommodate more skiers/snowboarders without further compromising the already crowded skiing experience that exists there. Who wants to stand in longer and longer lines while waiting to ride the greatest snow on earth? Not only are the lines insufferably long, with larger and larger crowds the snow gets "skied out" faster and faster. Is this the kind of experience Ski Utah and the ski resorts want for their customers? At the same time, the backcountry cannot afford to be annexed any more by the resorts without compromising the riding experience there. The ski industry in Utah has an insatiable appetite for expansion and development at the expense of the environment and wilderness experience. Both the resorts and the backcountry/wilderness can co-exist harmoniously but it's time for permanent hard lines to be drawn. Tunnels and aerial trans connecting the Cottonwood Canyons and Park City would desecrate what little is left of a wilderness/backcountry experience that exists in the glorious but fragile central Wasatch range. Why connect the resorts? If I want to ski at Alta, I go to Alta. If I want to ski at Deer Valley, I go to Deer Valley. The concept of an interconnect is just a sightseeing gimmick for tourists. No local would dream of wasting quality ski time riding lifts between resorts. Don't ruin what makes this place special and unique just for more money. It's true, transportation challenges in BCC and LCC do need to be addressed. More efficient mass transit makes sense, but let's not reinvent the wheel with complicated expensive projects that permanently deface and deform more of this glorious little mountain range in which we are so fortunate to live.	Salt Lake City	04/16/2015
	Any additional access to little cottonwood with damage the canyon. Remove the road and switch to rail only access.	Salt Lake City	04/30/2015
	Any major construction project in our/my National Forest I am definitely opposed to. The impact will be irreversible...Period. We have made it thus far with the way it is...Its about money. Real Estate. Etc. There is NO NEED FOR THIS So called Transit system with a ulterior motive. I AM HUGELY OPPOSED TO ANY KIND OF PROJECT IN THE SERENE MOUNTAINS THAT SURROUND US. I can't speak for others, but I would think the majority of REAL born and newly born Utahns with a love of the Mountains would oppose any such project. Dont try and create son e kind of illusion on the public that there is some economic need...It will do more harm than good...PERIOD...	Salt Lake City	02/04/2015
	Any mention or illustration of transportation "connections" from LCC and BCC through to Park City negate the stated purpose of balancing stewardship of natural resources and quality recreational experiences and show that the personal economic vibrancy of some of the Mountain Accord participants is clearly getting more attention.	Salt Lake City	04/08/2015
	As a fairly new resident of Salt Lake City and Utah, I would like to see as much wilderness preserved as possible. I am happy I moved here before developers and the ultra rich have gotten their hands on every piece of the Wasatch. I fear one day you won't be able to enjoy the serenity and peace which the mountains provide because there will be endless chair lifts and gondolas and rich people's second homes scattered throughout our wonderful mountain range. I understand this is a "give and take" process but I hope you place members on your board who realize once the mountains are developed, it's lost forever (or at least for a lifetime).	Salt Lake City	04/30/2015
	As a long-time user of the Wasatch backcountry (all seasons - 40 yrs) I am concerned with two items in particular. The first is the transportation issue. We sorely need some kind of public transit that works for all and reduces, if not completely does away with, private automobiles in the canyons. I approve of the "whistle-stop" idea so that there are many places that hikes/climbs/ski tours can start and end conveniently. And as a backcountry skier for 40 years, I have seen many areas that used to be backcountry gobbled up by the ski areas. Honeycomb Fork at Solitude, Clayton Peak and Snake Creek Pass at Brighton and Pt. Supreme/Katherine's Pass at Alta. Heaven forbid Snowbird ever getting into White Pine Canyon. With climate change, more backcountry has been ruined by less snow at low and mid elevations, while at the same time, the number of backcountry enthusiasts has greatly increased. I would hate to lose any more area. I don't at all understand the need to be able to go from Park City to Brighton and Alta, but would prefer tunnels to ski lifts. I assume that there are old mining tunnels that could partially be used to develop this system. And one more thought...if the state of Utah were to take over our public lands, how would this affect the Mountain Accord blueprint?	Salt Lake City	03/05/2015
	As a person who is primarily interested in human powered recreation (ski, climb, bike), I see more of an appeasement of my group rather than a wholehearted attempt to develop and grow the infrastructure for making the wasatch and SLC a leader in urban areas embracing human powered recreation. This is a huge opportunity to be a true pioneer and we'll likely blow by chasing the money.	Salt Lake City	03/16/2015
	As an avid Wasatch user, more economic development within the Wasatch seems like a direct threat to the preserving the pristine natural experience. This is mainly directed at the ski industry which is looking to expand. Secondly, a tunnel connecting Little Cottonwood Canyon to Big Cottonwood Canyon is a monstrosity.	Salt Lake City	03/11/2015
	As an environmental engineering researcher, I highly approve of any sustainable infrastructural changes. I attended a seminar on the proposed Blueprint at the University of Utah on March 9th and was interested to hear all points of the proposal. I agreed for the need and the plan of Mountain Accord, but I did not approve of the connection between Park City and Little Cottonwood. It is a well known fact that the resorts of Big and Little Cottonwood are the main reason for bridging a direct connection between Park City and the Cottonwoods would cause much more congestion at the Cottonwood resorts which would make additional issues - right now the driving distance between PC and the Cottonwoods is preventing huge crowds at these resorts. Establishing a connection between PC and the Cottonwoods would hurt business at Park City Resorts, guaranteed.	Salt Lake City	03/10/2015
	As for recreation vs. environmental protection - I support stronger protection but would want to make sure that existing and potentially new trails in current non-wilderness areas will be open to bicycles.	Salt Lake City	04/22/2015
	Assigning at least order of magnitude costs to different alternatives. Benefits are outlined in detail but are impossible to assess absent any indications of costs.	Salt Lake City	04/08/2015



	I am absolutely opposed to construction of tunnels, rail lines, and ski lifts in the Central Wasatch.	Salt Lake City	02/12/2015
	I am all for improved express bus transit. The tunnels are a silly idea to be-it's rather redundant and overdeveloping to add both a light rail and tunnels. Let's proliferate what we already have going for us (public transit) via bus/shuttle and allow a bounty of people to become intimate with the canyons with driving out of mind! People don't benefit from fleeing from one canyon's end to another through the mountain, they benefit from time to be where they are. Canyons end only to allow a soft return to the valley, and the thrill of making it up and down another. In consideration of "Proposed Cottonwood Canyons Scenario for Public Consideration", I see that in exchange for more protected lands, ski resorts want additional water for snowmaking. No. We need water in the table, to hydrate the growing population through the fall. Normally we could rely on melting snow as nature's water meter, allowing us to have water throughout the year. But with less snow melting sooner, people need to meter the water. Snow making does not create The Greatest Snow On Earth, it is a climate change catalyst. Keep in mind that Park City's #1 source of CO2 emissions comes from energy needed to make and cover the mountain side with snow.	Salt Lake City	02/23/2015
	I am extremely opposed to running mass transit directly through the summer recreation areas of Little Cottonwood Canyon. I understand that the recreation and economic focus for this project have been wholly centered around the ski industry; however, the plan neglects the recreation for the other 3 seasons. You will be cutting through vital climbing/bouldering and hiking areas in order to shuttle people up to the ski resorts, which attract far fewer people during the 'off season'. In addition, the environmental impacts of disturbing the land, watershed and creeks running through these areas is a poor compromise. While I'm not happy about the proposed changes, I do understand the need to reduce congestion, provide more environmentally-friendly modes of transport and reduce the amount of land in these wilderness areas used for parking. Perhaps a better alternative would be to widen the road slightly and run the rail up the center of the road that is already in place. I appreciate you taking into consideration the opinions of the local community.	Salt Lake City	02/11/2015
	I am generally in favor of the approach being taken to develop the Mountain Accord but believe protecting the environment for water, wildlife, and low impact recreation should be the highest priority. In general, the emphasis on discouraging automobile traffic and encouraging public transit is favorable, but I think the proposals in Little Cottonwood Canyon would have negative environmental impacts. Instead, I think utilizing the existing road, and adding avalanche protection if necessary for the use of public transit like buses would be better, and include means to discourage automobile traffic such as a toll booth and paying for parking permits in the canyons.	Salt Lake City	04/27/2015
	I am hesitant about blasting through the pristine Wasatch wilderness to create transit tunnels and destroying wildlife habitat to build aerial lifts as means of transport from Little Cottonwood Canyon to Park City and other areas. That is where the Mountain Accord goes away from keeping the transportation system completely "environmentally sustainable". Sure, less cars means less pollution and traffic...but trains, buses, and lifts would increase canyon usage which in turn might have a negative impact on the environment. Blasting open the back end up the canyons would take away the charm, solitude, and uniqueness of the Wasatch. Not all tourism needs to be streamlined and efficient. The best adventures are often rugged and full of little mishaps here and there. I hope that the Mountain Accord Blueprint is able to preserve this incredible aspect of the Wasatch Mountains.	Salt Lake City	04/29/2015
	I am HIGHLY opposed to an light rail, aerial transit, or tunnels to connect the canyons and/or Park city. These would be quite destructive to maintaining the quality of the canyons. A BRT would be acceptable to me, but none of the other options.	Salt Lake City	02/04/2015
	I am impressed with and excited by the thoughtfulness and comprehensiveness of the Blueprint. Thank you so much for the hard work that has gone into this project!	Salt Lake City	05/01/2015
	I am in favor of a light rail system going directly to the ski resorts. There should not be any stops around popular hiking trails. You claim that this blueprint encompasses the environment, recreation, transportation and the economy. As far as I can tell there would only be economical benefits if tunnels were to be created in our mountains. There is absolutely no reason that a person should find it necessary to visit multiple resorts in a single day. That's pompous behavior.	Salt Lake City	02/04/2015
	I am in favor of the ski link and feel to be competitive with the rest of the world, more emphasis should be placed on its development.	Salt Lake City	02/04/2015
	I am in support of the Mountain Accord. The plan is the right and responsible course of action for preserving the qualities, which make Utah a great place to live and visit. Change and population growth are inevitable in our amazing state. The future perseverance of our resources and quality of life depend on our ability to take an active role in developing the Wasatch Front's infrastructure, transportation and recreational use sustainably. Have you ever been to Corner Canyon to bike on a Saturday morning or tried to ski the first powder day of the season? If you have answered yes to these questions, you must understand. If not, you should come explore the wonders the Wasatch offers to anyone wishing to explore it's bounty. Inaction is not an option and will only lead to the degradation and misuse of Utah's incredible Wasatch Front.	Salt Lake City	05/01/2015
	I am like a lot of people who left Utah for advanced education and came back for the recreational opportunities. Lots of people in my profession make more money than I do because they chose not to return. The loss of money is more than compensated when I make dawn patrol laps before work, 7/10 times those laps are done in Grizzly Gulch. I am never the only one in the parking lot. Any resort expansion invades heavily used backcountry space. And if you think the backcountry is limited to a few weeds trying parking at Mill D or Spruces or Bear Trap or White Pine or Grizzly Gulch after 9 am on any Saturday once the snow flies. Weiridos, I'll grant you but there are lots of them. I've been backcountry skiing since the early 90's and have watched the explosion. There is no place like the Central Wasatch in the world. Montana, Wyoming and Idaho have more wilderness but lack the public access. The resorts are not hurting. Look at the money they are currently willing to throw around in lawsuits and acquisitions. They don't need an interconnect and more lifts, with a few exceptions, removes an irreplaceable resource. I will add that in looking at prices to take my family of 6 skiing I'm thinking of buying everyone an avalanche beacon. I would support land swaps with resorts in order to permanently protect places like Grizzly Gulch which is the last easily human powered accessible north facing area above 9000 feet left in the Central Wasatch. If Alta wants to expand there, let them give up public Forest Service land on which they currently operate. How about Albion Basin? I would support a lift expansion in Honeycomb Canyon for Solitude providing it does not actually extend the range that inbound skiers are able to go. No opening up Silver Fork to Solitude skiers. In other words the lift will not begin lower than the Honeycomb Return lift thus effectively opening up the East Bowl of Silver Fork and west side of lower Silver Fork to side country access. Look at where the avalanche deaths are increasing and you'll see it's mostly coming from people leaving resorts and getting in trouble.	Salt Lake City	04/30/2015
	I am opposed to any expansion of the ski resorts and opposed to any connection between LCC, BCC, and PC, including tunnels and ski lifts. I'm opposed to a train. First traffic solutions should be parking pricing structure at the resorts.	Salt lake city	05/01/2015
	I am opposed to the proposed transfers of forest service land to private ownership. At least some of the areas are the only public parking areas that allow public access to forest service land. If these are turned over to private ownership they will eventually be used for development and what parking remains will likely be limited to guests at the resorts or become very expensive parking, as is occurring in Park City now that Vail has taken over the ski area. I am also very concerned about the impact on Salt Lake's water supply. Water used for snow making comes back to us as run off in the summer. Water used to support development becomes sewage. Given the current drought and the likelihood of climate change from global warming I don't think we can afford any additional development in Big Cottonwood Canyon or Little Cottonwood Canyon.	Salt Lake City	03/12/2015
	I am strongly opposed to resort interconnect over the back of the Wasatch via lift connection. The interconnect will create a major detriment to both backcountry skiing, hiking, and bike trail system, our watershed, environment, and user experience. The Mountain Bike community rides all Spring, Summer and Fall and are a major source of tourism and revenue for all our communities on the Wasatch. To encroach upon pristine wilderness in the form of land development for more hotel/restaurant/condo space and resort to resort lifts for the profit of Vail/Epic Resort Corporation is unacceptable. I encourage a bus/shuttle/carpool rider incentive in the form of earning \$ towards the next year's season pass for each bus ride or carpool taken, and Resort discounts would also be helpful. A strong disincentive to single car ridership up all canyon roads in the form of a toll of \$2 per single rider car. As for the small trav/train link up the canyons? I am undecided. Finally, a large transit/train up I-80 and perhaps a link eventually for I-70 is already WAY overdue! It should already be through the planning and funding stages by now. Thanks for listening, Amy	Salt Lake City	04/30/2015
	I applaud the efforts to permanently set aside and protect additional land in the Wasatch from development. Protection of Mt. Superior and the White pine drainage are especially important. Although no additional development in the canyons would be ideal, I understand its necessity. The proposal for a tunnel system to preserve mountain side and ridge line lands seems like an acceptable compromise. I hope the specific of these new transportation corridors will focus on keeping these modalities as non-intrusive as possible. I hope biking lanes are being considered in these proposals. Also the efforts to dissuade private vehicles from driving in the canyons (e.g. fees, tolls, parking limitations) are important. For the rail and other public transportation systems, it will be important to have stops along the way up and down the canyons, and not solely at the resorts. This will allow other users of the canyons, not solely resort patrons, to take advantage of new transportation systems. Keeping these systems affordable to the riders is important as well.	Salt Lake City	02/12/2015
	I appreciate the emphasis on preserving the legacy of this special place as much as possible. I feel like too much emphasis and leeway is being given to the ski resorts. The transportation options seem quite intensive and may have a significant impact on the canyons.	Salt Lake City	05/01/2015
	I believe a train system only serves the ski industry and not the other users of the canyon. More natural gas buses with several stops along the way would make much more sense. It would also allow for climbing areas to not be destroyed, along with forest and animal life.	Salt Lake City	04/30/2015
	I believe if we transport the number of folks into those canyons that will be possible with the present proposed transit options the canyons will be ruined. The numbers are wilderness experience in these canyons. We have to limit numbers. That should not be economically driven. If economics is in and of itself is what we want then I think initially it would work but Salt Lake is loved because of its exquisite wilderness proximity. They don't have a Salt Lake or a New York outside of the Tetons, or the Grand Canyon. We have an important resource that needs to be protected. Transporting folks into it just because we can and to benefit economics is not a responsible stewardship.	Salt Lake City	04/30/2015
	I believe more emphasis should be put on maintaining natural resources, environmental quality and recreation and less on a "vibrant economy." I see no reason other than "development" and pleasing developers for linking LC and BC resorts with PC resorts. It's been shown that this is all marketing hype generated by Ski Utah which will not increase skier visits, will not be utilized by skiers and only opens the door for more development and secondary homes which will be occupied 2 weeks out of the year. I'd rather see the land remain undeveloped and enjoyed by all rather than developed and set aside for the few.	Salt Lake City	04/14/2015
	I believe that linking the canyons through tunnels won't improve traffic situation or skiing experience. Air pollution is not being considered effectively in any of plans so far. Skiers would have to pay a highly increased prices for combined tickets, yet won't be able to enjoy all the terrain that these areas offer. It's better to ski at one area at a time. Snowboarders will be pushing for Alta to allow snowboarding and yet, Alta Ski Area is one of ONLY three "skiers only" resorts in the country and skiers want to keep it that way.	Salt Lake City	02/06/2015
	I believe that the quality of the Wasatch mountains is enhanced by less development than more. I am not in favor of the ski resorts (Alta, Snowbird, Brighton, and Solitude) expanding any further. The land around these resorts is essential to our water and the wildlife. There is no need to have a "ski connect". This includes the gondola between Park City and The Canyons. Just because they are owned by the same company does not mean that they have to be connected. I ski in the winter and hike and trail run in the summer and the beauty of our canyons, so close to a large city is unparalleled. That is what visitors exclaim over. Not how we can further develop but how great to have what we have so accessible. I believe that Save Our Canyons is on the right track although I do not agree with letting Snowbird expand to the south. And shouldn't there be some kind of moratorium on placing buildings on ridgelines? When one looks out across the mountains, seeing a boxy, building on top, does not keep with keeping the view pristine. The convention center on Hidden Peak should have been located elsewhere.	Salt Lake City	04/08/2015
	I believe that we could all benefit from better transit within the mountains and to them, however I think that linking park city to either of the cottonwood canyons is a mistake. I don't think this would be environmentally informed and it would be non reversible.	Salt Lake City	03/09/2015
	I believe the best thing to do is to create a train system to take people along the EXISTING highways to interconnect all resorts, and otherwise improve the current transit system. We do not need any expansion of the resorts from the way they are. There is no need to connect canyons and ski resorts that are easily accessed by driving an hour to get to the other destination, or hiking for a couple of hours to get there.	Salt Lake City	02/10/2015
	I believe the Mountain Accord's blueprint should lean towards wilderness and preservation more than business and additional infrastructure. Granted, some infrastructure (like efficient transit options) is very necessary, but priority should be given to maintaining open/green space. We need to encourage people to reconnect with the earth and nature, this is not done by turning our wild-spaces into theme parks. Although it might sound selfish, I honestly would like to see less tourism in the Wasatch. The mountains have never needed our human economy to inspire awe, offer a place of refuge, or provide recreation opportunities.	Salt Lake City	03/05/2015
	I believe the rubrics used to assess the goals in the above charter miss important characteristics of our mountain environment. I do NOT believe that access to mountain canyons should alter the natural flow of the mountain environment. If there are rugged cliffs at the end of a canyon, this should not be altered by a tunnel to allow higher use and impact on the canyons. We need to respect the natural boundaries that have been created by the dramatic uplift of the Wasatch Mountains.	Salt Lake City	05/01/2015
	I couldn't gather the key ingredients of the blueprint from a quick read. It was all vague, general purpose-style language, much too much information on a map, and lots of stiff language. I read an opinion piece in the SL Tribune today that bemoans the lack of input, so I went to the site. I don't have an hour to commit. I have 10 minutes. Give me a survey that says things like: do you want year-round bus access to Brighton. Itemize the key proposals. I support your mission, would love to help. In the next round, I recommend you do a survey of your survey before you release it. Test out the ease of the questions. Go to Impact Hub or one of the other fresh-idea labs to figure out how to gather input in a social-media age.	Salt Lake City	04/12/2015

	I do not like the idea that we would be able to go from Alta to Brighton and PC in a car through a tunnel. I am concerned that will really get people into the canyons. People who just want to drive through. The costs must be horrendous! I would like to have a tougher approach on the driving ability up and down the canyons. Only car-owners who have cabins should be able to drive up there, the rest should have to use the trail-rail (I am not a cabin-owner). It is awful to drive up to the ski-resorts to ski. I am certainly glad we are trying to change that. The cars might as well stay in the valley and we go up on a light-rail. Currently it is awful to drive up the canyons in the spring until the drivers are sharing the road with cyclists going up and down, with cars passing cyclists in both directions. I do not see how they can share the road. I am not sure where the Gondolas come in the picture... Another thing, let's remember that this is USA, not Europe, where everyone is used to a transit system (that works), therefore people use them. I do not think people will use a transit system, if a road is available to drive a car, no matter the cost. Possibly I/UTA can prove they can compete with cars in speed. I know UTA likes to pat themselves on their shoulders. I think they can do that IF they can prove their system is faster than the cars, so far that has not happened anywhere in this city.	Salt Lake City	05/01/2015
	I do support preservation of these lands. I do not feel that building transit would preserve the land. This would be harmful for the wildlife and ecosystems. I also have concerns about how it would affect our water supply. I would support more buses being added on the current roads. I would also support a toll fee to increase use of public transportation.	Salt Lake City	04/30/2015
	I do think that increased public transit in the canyon is a big plus, but I'm concerned that the construction of a train system could be overall detrimental to the area. It could potentially be a net loss in the beauty of the area.	Salt Lake City	03/01/2015
	I don't see how tearing our mountains apart to build a train between PC and LCC and BCC is responsible stewardship of the lands. It seems more like a gimmick than a plan that will cut pollution and keep our wilderness intact. Restricting vehicular traffic up the Cottonwoods to employees only and expanding parking lots at the base as well as running clean energy buses and shuttles up the canyons seems like a far better option and one that will actually keep people off the roads and from lining up and idling for HOURS just to get up the canyon (LCC). If the buses were more convenient and ran in a more timely manner people would utilize them, and they will definitely utilize them if they are required! Let's get serious about actually doing something about the air quality in this area and stop that outrageous line up and down the canyon.	Salt Lake City	05/01/2015
	I favor optimizing bus service to all the ski resorts. I am opposed to a light rail system going up Little Cottonwood Canyon and I am strongly opposed to a tunnel system between Little and Big Cottonwood Canyons. I would favor a long gondola up Little Cottonwood Canyon. This would be a terrific tourist experience and would decrease auto traffic in the Canyon. A Gondola might work in Big Cottonwood Canyon also, although I recognize that it would have to be even longer. The easiest way to connect the Park City areas with Big Cottonwood Canyon would be to improve Guardsman Pass and keep it open in the winter.	Salt Lake City	03/11/2015
	I found the survey questions and options and data presented in a confusing manner. My fear is that when we see a blue print in the next phase it will be rigid and fixed without good discussion. The tradeoffs are great, we have no crystal ball, we should go very slowly on development, be careful to preserve the beauty and nature that is so necessary for so many of us who find the mountains part of our religious experience. Protect what we have. Pollution and climate change are already affecting the area not to mention overpopulation of the planet.	Salt Lake City	04/30/2015
	I fully disagree on any kind of development or expansion to new areas. People come to Utah because of the snow, if they want more terrain they would go to big sky, Jackson, whistler. A lot of the resorts already look like a six flags park with zip lines, toboggans and what not. Development will not bring more people, national and global population growth will. I truly believe that corporations should capitalize on having pristine lands as their neighbors, not expanding into them and making said lands lose their appeal. The energy and focus should go towards on how to make our environment better for future generations by keeping our lands pristine and unique.	Salt Lake City	04/30/2015
	I fully support efforts to transfer Grizzly Gulch into public ownership in order to eliminate the threat of future development and to secure public access to recreation in the area. In fact, this task should be of very high priority. I would also support appropriate user fees on public lands in the Cottonwood Canyons.	Salt Lake City	05/01/2015
	I haven't answered any of the above check-box style questions as I don't believe they can adequately convey the whole of my thoughts. Not that this little box will do complete justice, but at least it can't be misconstrued. I am against any resort expansion, use of taxpayer dollars to fund transportation to the resorts in the Cottonwood canyons or permitting any more lifts to be built on our land. They already have enough of the prime high elevation terrain. If they can't figure out how to make a profit on that, then that is their problem. Their claims to be building a more European ski experience are pure bullshit. The Wasatch is a small percentage of the size of the Alps and they already have enough control of the land up there. If they wanted to create a truly European ski experience, they would tear out 75% of their lifts and make the terrain more of a lift accessed backcountry experience. I put the emphasis on backcountry experience as you would still have to put in quite a bit of effort to reach terrain outside of what the lift affords you. I would prefer that through this process, we further protect the remaining land we have from any more encroachment of the ski resorts.	Salt Lake City	05/01/2015
	I honestly do not feel any public land should be sold to Alta until they open up to snowboarding. Snowboarding is not banned by the Forest Service and Alta needs to stop hijacking public land that 40% of the Salt Lake public can not use. I thought the Mountain Accord was about making the mountains a viable place for our community. Alta's policies go against that.	Salt Lake City	02/04/2015
	I just don't understand how you can say you want to protect the environment when you're proposing to destroy it. And I am so sick and tired of hearing the whining about "you have to wait in traffic and then you might have a good day skiing but then you have to wait in traffic again and it just ruins the day". Oh boo hoo. That just tells me where your priorities really are. It's not about the environment. It's not about the economy. It's not about community or about anything you supposedly say you want to protect. It's about the selfish bastards willing to destroy the canyons, to take people's homes and properties and ruin residents lives, to spend billions of tax payer money and for what? So that they don't have their day ruined by having to sit in traffic? I call that bullshit! If you are so bent out of shape about traffic why aren't you taking the public transportation?	Salt Lake City	02/12/2015
	I just spent over an hour writing comments only to not be able to submit them. This, as well as trying to understand this unnecessarily complicated report makes it extremely frustrating. Many folks I have talked with have not given input because of the unwieldy nature of the report. Now I can understand why!	Salt Lake City	02/16/2015
	I like the idea of incorporating public transit and discouraging or restricting use of automobiles to access the canyons and ski resorts, but I don't like the idea of a train going from Little Cottonwood to Big Cottonwood or Park City because of the impacts to the environment and the experience of hiking and, backcountry skiing in the mountains between the resorts. I think we should first try more bus service, add parking lots at the bottom of the canyons and charge for parking in the canyons to encourage use of public transit.	Salt Lake City	05/01/2015
	I like the proposal but don't think we need tunnels connecting LCC/BCC/PC. Trams, etc would be a better solution and keep the character of the cottonwood canyons intact. Tunnels would really open up the cottonwoods and create an influx of people and traffic that would negatively affect the feel of those special places.	Salt Lake City	02/09/2015
	I object to building transit systems to the mountain areas. Improving and creating more transit opportunities into these areas, will facilitate their destruction. On the contrary, we need to protect these areas from the masses.	Salt Lake City	05/02/2015
	I oppose the tunnel connection between Little Cottonwood Canyon and Park City, as well as a lift interconnect between the cottonwood canyons and Park City. I also oppose the expansion of both Alta, Snowbird, and Solitude, and as result, would like to see more land protected for both recreational and environmental reasons. As it stands, I feel that the blueprint does more to promote the interests of private groups for economic reasons more than it serves both the public, and more importantly, the environment.	Salt Lake City	05/01/2015
	I read the SLCA's response to these questions and I overall feel the same way they do on these issues. I'm am a "dispersed user" in the cottonwoods, so my main concern is to protect and to preserve both back country skiing and climbing. I am very concerned about transportation methods interfering with the world class climbing we have. If we were to loose some of this climbing, I honestly would consider leaving Salt Lake City.	Salt Lake City	03/12/2015
	I recognize the necessity of compromise, but this proposal is full of invalid assumptions. Are there any guarantees that OneWasatch or SkiLink proposals will stop if Mountain accord is adopted? Is an increase in trails, transportation, or ski boundaries really an advantage to what the canyons represent to this community? Will increasing skier visits to already vibrant ski areas really be a significant (and necessary) impact to the Utah economy? My guess is the answer to these questions is "no", which is why I cannot support this proposal. I cannot support a mountain rail system primarily designed as a marketing tool for ski resorts. If anything, traffic congestion in the canyons acts as a natural limit to daily visitors in the canyons. How will hiking, biking, picnicking, and camping be controlled during peak summer months if the train allows ever-increasing quantities of visitors to get up the canyon? I am not an expert, but I find it hard to envision a train in the canyon without disrupting view shed, water shed, noise, and wildlife. I can, however, envision a road permanently dedicated to bus-only transportation, not unlike some of the national parks. Much of the private land proposed for a "swap" in this proposal appears to be unsuitable for commercial development already. Else it would probably already be developed. Thus, I see little gained by the "trade" for these private lands. Expanding ski area boundaries into American Fork Canyon while presenting the need for increased transportation are in direct conflict. Ski area expansion, by definition, suggests the quest for more visitors/traffic. Utah ski resorts are already world-renowned. My guess is they are profitable as-is. It is not a "given" that for these legitimate businesses to continue to be successful they must be on an ever-increasing path to expansion. Expansion means more traffic, more congestion, more pollution, more stress on the environment. Those canyons do have a maximum capacity. Stop the quest for expansion and focus on maintaining the existing business. Furthermore, the canyons represent a much greater value to the Salt Lake Valley beyond skier visits. Protecting the watershed at the expense of increased ski resort expansion and greater transportation access for skiers is not worth the compromise.	Salt Lake City	04/13/2015
	I suggest that Little Cottonwood Canyon adopt a different transportation approach under which it would not yet be joined with a route to Big Cottonwood Canyon and Park City. That option could always be added later. In the first phase, I suggest we keep Little Cottonwood Canyon "wild" by limiting the maximum number of cars that may access the canyon each day (year round), increase parking fees, and, if necessary, providing park and ride lots and rapid transit bus service from the base to the top of the canyon. This would open Big Cottonwood Canyon to the full effects of the proposed transportation link (and there is already a summertime road connection to Park City) but would allow Little Cottonwood Canyon to try an alternative approach to the growing population that may limit the number of visitors and provide a unique wilderness experience as compared to the other canyons. If, after a few years, it doesn't work out, a transportation route to Brighton and Park City can always be added. I think the Mountain Accord is headed in the right direction in many ways but the unique and precious beauty of both Little Cottonwood Canyon and Big Cottonwood Canyon are due largely to the fact that they are effectively dead end canyons and skiers, hikers and others cannot access them from another canyon and count on a transit ride back out. If that has to change, let's start with the sacrifice of Big Cottonwood Canyon but hold off on sacrificing Little Cottonwood Canyon until we can see what the results have been and whether the objective have been achieved. Let's keep Little Cottonwood Canyon wild. Thank you.	Salt Lake City	05/01/2015
	I support aggressive land preservation and protection. Please preserve land, protect watersheds and water resources. Secure additional protections on federal lands!	Salt Lake City	05/02/2015
	I survey ski guests each year, 8 years, total of 3,000 surveys a year by our team. 99% say keep the mountains the way they are, as that is why guests come to Utah. Not to buy stock in Vail Resorts, not to believe the cool aid, knee jerk Ski Utah hype. The views, the ease of use. Yes they drive, you WON'T get guests out of their comfortable cars til you make the UTA bus as comfortable as their car. Simple solution to change behaviors is ala Mill Creek, charge a fee. These people spend thousands per week, they could care less about a buck or two. Have ya ridden a UTA bus lately? Rude drivers, big gaps in schedules in the Canyons, high pricing, and stupid schedules. Ridership is way down. Its great to see the last gasp of resorts promoting everything EXCEPT going green. Parking lots are not green, roller coasters either. Time's are a changin', costs are way up, snow is way down. No way a foolish train makes sense when 5% of Utah locals ski. Right now you have 12 weeks of drunken Oktoberfest with sheriffs at the Tram top at 3pm to stop the fighting, real nice. With social media now there are thousands of quiet people working in the backwoods of Utah used to be the land of the foolish, no more. The Skyline High event made more Utah's ticketed off and we saw the lobotomy job foisted on the public with zero comment, no input, a bunch of idiotic poster boards. Resorts need to fend for themselves, not get a hand out and act like trains, tunnels are so badly needed. They need vision, not more money. Oh those 3,000 surveys? More resort transportation, better food and half day skiing, not expansion. Markets decide the future and this Accord is a joke that even very young students are totally opposed to...	Salt Lake City	03/26/2015
	I think it's good that people are involved and discussing the protection of the Wasatch mountains especially with the high use and growing population; however, I find that this proposal is driven by some ulterior motives that are not in the best interest of the people. The transportation section, especially, smells of these motives. I cannot see the cost-benefit, let alone the possible, unalterable destruction that could happen if the proposed transportation ideas come to fruition. I will talk more about that below in that specific section.	Salt Lake City	03/06/2015
	I think land preservation needs to be the #1 priority here. Ski resorts are great, but do not need to further expand at all.	Salt Lake City	03/05/2015
	I think Lone Peak Wilderness should expand to White Pine. Twin Peaks Wilderness should expand to Silver Fork. Olympos Wilderness should expand to Alexander Basis. The tops of the Little and Big Cottonwood Canyons should be National Parks - seriously. Snowbird should not be expanding into Mary Ellen Gulch.	Salt Lake City	04/28/2015
	I think resorts need to prosper, but, the traditional backcountry areas needs to be protected along with the experience of serenity the canyons currently provide. Pursue the land swaps before resorts can do any expansion.	Salt Lake City	04/28/2015

	I think shuttle buses up and down all canyons would be fine. Widen and improve the road up big cottonwood through guardsmen pass into park city and heber. I am against building a mountain rail up little cottonwood because it will ruin land already there for both preservation and recreation uses. Tunnels are extremely invasive and would completely disrupt little cottonwood creek as well as beautiful backcountry terrain above Alta and eastward towards heber. The inherent beauty and intense experience of the enjoyment of the wasatch range is keeping it somewhat remote and keeping man made structures out. I am completely against usage fees as well. Keep the wasatch pure and serene. I support environmental studies for water management but shuttle buses are the only transportation I support. People choosing to live in heber and midway should understand the implications of where they live with regards to accessing Salt Lake City. Traffic is only bad on certain occasions and certain times usually during good skiing days and holidays during ski season, maybe Oktoberfest. Summer traffic is usually always manageable and most people probably wouldn't even ride the rail they would prefer vehicles.	Salt lake city	05/02/2015
	I think that relying heavily on private funds flaws this system and would like to see them eliminated/limited/ or made completely transparent. I do value the proposed plans for the Cottonwood canyons and on the shuttle service up Millcreek canyon (I would like plenty of bike access on buses/trains), but I worry what role private funding is having for all of this-especially the Cottonwood/Park City connection. Therefore, I do not want the Cottonwood/Park City connection. I also don't know the difference between a shuttle and a local bus.	Salt Lake City	02/10/2015
	I think the blueprint does not adequately address the threat to existing wilderness areas from population and commercial pressure. I think the rail access to Little Cottonwood Canyon is a good thing, but it should not connect to Brighton and Park City. I think that connecting Alta, Brighton, and Park City will diminish the uniqueness of each.	Salt Lake City	04/27/2015
	I think the Blueprint should put more emphasis on the environmental impacts that could occur from construction of transportation options such as a light rail or an aerial system that would connect ski areas. How much pristine and untouched land would have to be sacrificed for these things to happen?	Salt Lake City	04/15/2015
	I think the concepts of conservation, transportation, recreation, economy, etc. are essentially covered, but much remains to be seen regarding the feasibility of the some of the proposed actions such as rails, tunnels, avalanche sheds, road improvements.	Salt Lake City	03/09/2015
	I think the transit options, like trains and trams, to connect Big & Little Cottonwood Canyons and BCC and Park City cannot be built with negatively impacting the natural ecosystem to a high degree. Use of these trains or trams to connect these canyons will continue to harm the ecosystem over time and diminish any gains in any other parts of the blueprint. Other than these intrusive, unnecessary trains, the plan looks solid.	salt lake city	05/01/2015
	I think this plan allows the ski resorts too many options to expand. I especially don't think Alta should be able to expand into Grizzly Gulch. The ski resorts are big enough. We need to leave some of the Central Wasatch as it is, without lifts running everywhere.	Salt Lake City	03/13/2015
	I think transportation is the biggest issue in our canyons. I like the idea of light rail. I've often thought that reducing car capacity and increasing public transit and at the same time increasing safety for cyclists and hikers is the way to go.	Salt Lake City	04/29/2015
	I think you should have a better "options oriented" survey than this subjective well-poor option survey. That is, put out a "final survey" that lists specifics under the four categories for people to select options that they are willing to "pay for". Example: Transportation: vote for the transit options you would like to see in place- no change, improved winter bus Park City and /or Cottonwood Canyons, year round bus, bus with dedicated bus lanes, rail to Alta, rail to Alta w tunnel to Brighton, rail to Alta, Brighton and PC tunnel. That way you can get a feel from "the people" as to which specific options are supported or not. Just a thought... this survey is pretty bland in my view.	Salt Lake City	04/29/2015
	I understand that increased development of the central Wasatch range is inevitable, however I believe that a stronger stance towards preservation is much more beneficial to the area, and the public, and an even greater resistance towards development should be shown. To do, the Mountain Accord does seem to be the most responsible plan for our land usage, however I think that a full cessation of development of the upper canyons should be imposed, and we should focus on the methods of transportation, and traffic to the area.	Salt Lake City	05/01/2015
	I understand the concepts behind Mountain Accord, and I'm glad that public meetings have been held over it. It's not that much of a hot button issue unless you're in the canyons more that a certain amount every year - or an environmental/recreational professional. Then again, I'm not sure what the public at large really thinks about Mountain Accord. It's sort of just gone on in the darkness - what do other people think (Other countries, who are our highest tourist countries that utilize the Wasatch). I think getting out a LARGE amount of PR would be a better way to meet the purpose of Mountain Accord. That is what is meant by the word "Accord" in this case, correct? So if that's the name, live up to it - do more to get more involved, don't just post random meetings for certain individuals to treasure hunt and find. Don't be afraid of change, and don't be afraid of losing out on your wallet. Mountain Accord, not Mountain of High Ranking Individuals Who Make Decisions in the Dark.	Salt Lake City	03/09/2015
	I vehemently oppose building a road through Grizzly Gulch from Alta to Brighton. It does not reflect responsible "stewardship" of our land and does not protect environmental concerns, rather is driven by economic concerns alone. I also oppose year round access over Guardsman pass from Brighton to Park City. To make the road safe for winter travel would have too heavy of an impact on environment and cost too much in the winter months to maintain. This plan seems to address car access and travel only. Please look at alternate resources: train.	Salt Lake City	02/06/2015
	I was led to believe that this was supposed to be a PROPOSAL, rather than a blueprint. Much of the work that was done is not represented in the "blueprint" and it is clear that executive members of the mountain accord simply made decisions for their own benefit.	Salt Lake City	03/10/2015
	I wish it could be more clear on transportation. Currently the unique feature which has both positive and negative effects are the variety in different parking options in the canyon. In other recreation areas like the mountains surrounding the Tahoe areas, backcountry users have only a few places to park which concentrates users, and limits areas available for hiking/skiing--this is bad. Also, I wish it were more clear on how to solve the urban transportation issues which have a great impact on the canyon transportation problems. The Urban areas need more attention to solve the canyon problems.	Salt Lake City	04/30/2015
	I would like more information on how land reclassification will proceed. As an avid rock climber I appreciate the installation and replacement of fixed anchors which might be prohibited if climbing areas are re-designated as Wilderness.	Salt Lake City	02/12/2015
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	If Ski Area connectivity happened, where boundaries already met - like Deer Valley -> Park City - then I think the retention of the limited resources is met.	Salt Lake City	04/29/2015
	If the ecology is what you want to protect, how about controlling the dogs that are allowed to trash the creek in Millcreek canyon? It feels like this is all designed to protect the bikers and dog walkers.	Salt Lake City	05/01/2015
	If the mountain accord is focused on this "sustainability" mindset it needs to take into account the environmental degradation that is going to occur with mass amounts of people. The idea of "wilderness" conservation is being put by the wayside in order to bring upon economic prosperity. By putting economic prosperity at the forefront it is only going to open a door for a complete elimination of wilderness within the Wasatch.	Salt Lake City	05/01/2015
	If the Mountain Accord truly wanted to stay in line with its goals of "... preserve the legacy of the central Wasatch through responsible stewardship of the natural resources, quality recreation experiences..." it would not entertain the idea of expanding resort boundaries. Preserving the legacy of the Wasatch means no more development, especially unnecessary ski area expansion. The resorts are HUGE and already take up a vast majority of quality, skiable terrain in the central Wasatch especially in low snow years such as this. You could probably argue that bigger resorts mean bigger business, but is that really what we, as locals, want? At what point do we draw the line and ask, are we done developing yet? It's hard enough to go for a long hike, summer or winter, without seeing ski lifts, lodges, and restaurants. Transportation is certainly an issue that needs to be addressed, but MA has yet to release any plans that seem feasible or detailed enough to persuade me.	Salt Lake City	03/30/2015
	If this is in fact a blueprint, which to me invokes an action plan, I have to acknowledge low marks for this plan. I would tend toward labeling this a vision that provides decision makers guidance from which to act on. In general I am adverse to the blueprint referring to "disappearing" qualities, values and resources. It threatens use of disappearing values evokes extinction of these values. Does not a plan or vision carry a premise of identifying existing values, potential mitigations and collaborative wins? The implied threat of disappearing values tells me this action plan is one sided and meant to be exclusionary. Additionally the "protection" of environmental and recreational components is important in preservation for quality and use aspects. That is stated, but am also seeking language that would promote increased access and use. Public land for public use. Do not use Accord as a vehicle to further restrict any use resources and access. Economic development and infrastructure improvements (transportation included) should be encouraged in and surrounding the canyons. A vibrant use and access can still be achieved without calling for exclusion. I ask the Accord to recognize the vision accommodate all concerns and not impart limitations. The proposed economic actions and transportation alternatives are a very acceptable initiation for the Accord. Please be open to further positive expansion of resource preservation and use as well as area access by all. Simply, if area population is expected to double by 2050, then I would expect area policy to support a doubling of infrastructure and access.	Salt Lake City	04/30/2015
	I'm a big proponent of keeping as much land as possible protected and preserved as wild. I was pleased to see the proposed enlargement of the ski areas were not as big as I'd imagined.	Salt Lake City	04/13/2015
	I'm all for the bussing (hopefully as electric or at the very least natural gas driven). However, my biggest concern is the costs of building the transit systems (i.e. rail pattern and tunnels)-and how they would be paid for. While I think the bussing systems could and should be taken care of with public tax money as well as via patron fares, I need to say the ski resorts themselves should be financially responsible for the rail or tunnel construction (especially the tunnels since they and their patrons are the ones who will benefit most from those tunnels-as in people wanting to "jump" between the resorts). And how much surface disturbance will occur in order to build the rail system up Little Cottonwood Canyon?-No doubt a considerable amount. Additionally, I definitely don't want to see any more "aerial" structures built-especially between resorts-as they always require access roads for construction of the support towers and later their maintenance--thus further diminishing the quality of the backcountry between the resorts--a between Alta and Brighton. So at the very least, the bussing system should be implemented long before the rails, and the tunnels ought to be the very last to be constructed.	Salt Lake City	02/15/2015
	I'm neutral about the whole plan. It calls for more development, more people, more ski area takeover of the Wasatch Mountains. I wish the Wilderness boundaries had been drawn properly years ago - I wish there had been more of an effort to buy out public inholdings years ago. Reading the Wasatch Accord plan feels like all of this planning is happening way to late to get an optimal outcome. So what I see in Wasatch Accord is that we who live in Salt Lake City are going to lose some things we have enjoyed and valued - we'll get more crowded canyons, more development in the backcountry, bigger more expensive ski resorts that will be more unfordable to families like mine, more threats to water quality. And what are we getting in return? Nothing at all. Frankly, I want the ski industry to give something back, and I don't mean "jobs" or "economic development". The Wasatch Mountains are a huge part of the quality of life in Salt Lake City, and the ski industry continually wants to take just a little bit more of that quality of life away from every single Salt Lake City citizen in order to pursue their own profits. How about instead of gobbling up the backcountry, conning congressmen into selling public lands asking me to pay for their fancy "mountain rail" they offer something back to the community? The blueprint could be better by showing me what the ski industry is actually contributing to this effort instead of merely representing what they are demanding.	Salt Lake City	04/30/2015
	I'm not convinced that anything in the Blueprint is more than a tax payer supported transfer of wealth to the ski resorts ("recreation hubs"), with minor concessions to the environment and recreation. Ultimately, I disagree that recreation, transportation, environment, and economy should all be equally prioritized. The environmental aspects must remain paramount, and in the process they provide for recreation. Transportation and economic growth for those who already have so much wealth are not to be valued at the same level as the environment.	Salt Lake City	04/14/2015
	I'm not sure what the terms really mean (an environmentally sustainable transit system is a great goal, but is that best met with a train or effective bus rapid transit or other? Quality recreational experiences mean very different user groups, ie, snowmobilers vs. backcountry skiers vs. snowshoers vs. resort skiers). I realize this is an attempt to balance all of those things, but these questions don't allow for that distinction because the terms are far too squishy and vague.	Salt Lake City	02/18/2015
	In a lot of ways, the whole package presented is attractive. It is better to make a thoughtful plan than to allow uncontrolled growth. However, it looks possible that some parts of the plan will be achieved and others not. For example, the plan to gain wilderness protection for a large area is wonderful, but difficult to achieve. Without wilderness protection, the increased access allowed by the transit improvements would cause a lot of damage to the back-country. I would hate to sign off on the whole package and only get the increased traffic.	Salt lake City	05/01/2015
	In addition to transportation for people I believe it would be very important for a means of transportation for people with pets as well. This comes in to play a great deal in the summer months when traveling to recreation areas.	Salt Lake City	02/05/2015
	In general, I agree with many of the goals of the Mountain Accord, although having read the document thoroughly, I find it too vague in key areas, specifically the extent of ski resort expansion, and the fate of Grizzly Gulch.	Salt Lake City	05/01/2015
	In my opinion, I think the proposed transportation concept D would be the best plan to build for the future of the canyons. An additional leg up and down Big Cottonwood Canyon should also be considered. The volume of personal automobiles now allowed to access Big and Little Cottonwood Canyons has strained the system to its limit. A european access model of electric trains connecting to existing transit systems in the Salt Lake Valley would serve the future of the area far better than another bus system, susceptible to delays from ever increasing automobile traffic, and also possibly contribute additional pollution in the canyons from exhaust fumes.	salt lake city	05/01/2015

	Increased Wilderness areas and other actions are needed to guarantee and provide for public access but limit and protect lands and improve the quality of visits and purposely reduce visits in currently undeveloped lands (already too crowded and impacted particularly in summer months), reduce development in most spaces. Consider actions and agreements to increase some summer time uses on/in ski areas that are not major watersheds to concentrate use for ease of management in those areas for such things and mountain biking, camping, fishing, casual visits, visit opportunities for those with access issues and those less willing to make the efforts to enter Wilderness and understand and abide by Wilderness rules. More forward thinking and practical transportation solutions including forgetting the senseless tram idea and instead increasing a fast rail option in I-80 corridor, and mountain rail in BCC and LCC without the use of expensive tunnels. Do not construct new roads over to Park City side out of any canyons and do not improve guardsman pass for cars! Instead find a rail solution along I-80 and up and over LCC and out and back in rail service in BCC and prevent private vehicles from using guardsman pass all together. Limit this road to a shuttle system, no cars but connected by rail! Improve bike access and safety on all existing roads including guardsman.	Salt Lake City	04/19/2015
	It could go beyond environmental protection and find specific site area improvements. I think it would be very valuable to clean up some of the old mine tailing in places like Grizzle Gulch and Silver Fork. Also, this may be 'down in the weeds,' but I think we could look at utility service improvements. If a train or something major is built, it is possible to bury power lines, improve sewer systems. For example, could power be brought up the canyon with a train system, allowing the removal of power lines that cross ridge lines. Overall, I think the blueprint is a good plan.	Salt Lake City	02/09/2015
	It is a complete give away to the industrial powers and resort industries. Leave the mountains alone. Stop building. It should not be focused on a "vibrant economy" or recreation, but instead on conserving what we have left.	Salt Lake City	05/01/2015
	It is assumed that the purpose of the mountain accord is to reach the best solution, but we all know that it is a compromise. Protection of the fragile environmental integrity of canyons should trump all other considerations. Strengthening "the Brand" is code for making a quick buck at the expense of the long-term health of the environment.	Salt Lake City	05/02/2015
	It is great there are so many organizations working together to create a Blueprint that will address the four areas of concern-recreation, environment, economy and transportation. The Blueprint is outlining some very general concepts and "big ideas" which will allow people to have a sense of the Mountain Accord's Purpose. As an out of state resident, it would be helpful if the blueprint had a better visual of present versus future scenarios. It's difficult to determine if these big ideas can be translated into real success and meet all of the organizations, government and environmental thresholds. It appears to be an overwhelming challenge and may have a better chance at success if done in phases.	Salt Lake City	03/04/2015
	It is imperative that any attempts to expand private recreational development (ex. Ski Link) be denied. We don't need permanent facilities to enjoy the outdoors. Nor do we need more accommodations. The canyons should be visited, not lived in. The enjoyment simply comes from the interaction between people and the natural environment. Those lacking the mindset to enjoy the canyons in their natural state should pursue other entertainment options along the Wasatch Front. That said, the canyons are being loved to death. There will be an ever increasing level of visitation by people traveling up the canyons in cars. Allowing buses only as is found in Zion National Park seems to be the only reasonable alternative. I fear that any plan, regardless of how well thought out, will never protect our air and water if we don't make Utah families aware of the impact of unlimited population growth. Large families grow exponentially. A fact lost on the majority of people. The result is exponential increases in air pollution and water consumption that cannot be met by an environment with static or even decreasing carrying capacity.	Salt Lake City	04/27/2015
	It is important that people from diverse backgrounds get to give their input on the proposed Blueprint. It does seem that there are a disproportionate amount of stakeholders who have a say in the Blueprint. It says there are nearly 200 of them. I think environmental protection groups should have an equal representation of input.	Salt Lake City	04/01/2015
	It is my belief, that though well intended, the accord as a whole is not only using extremes in their thinking, but also still seeing a very tunnel vision of what the Wasatch will be and can become. Putting a trail-system as a way for us to "environmentally" reach the canyons is not taking into account what this access can do for our canyons. Right now, one of the issues the forest service is dealing with, is how to dispose of human waste that is being currently deposited in the already heavy used forest. Now you propose to add even more access to these canyons which will surely increase this issue the forest service already has. This will then create demand for more infrastructure to be built in order to accommodate a demand that was created in the first place by placing these mountains to a greater access. If a rail system were to be put in place, where would those rails be put? What recreational areas would have to be destroyed in order to allow the passage of this rail system? LCC is already a small canyon, without taking into account a rail system coming through the it's passage way. Would this really be the best thing for this canyon? To me the answer is no. Though I know first hand the issues that we deal with these canyons, right now the only way the amount of people that are reaching them is really only being regulated by the amount of parking slots you have up the canyon, take that away and you will have an influx of people that will have a great impact on these natural resources. I am not opposed to having better access to them, I for one will love for more people to enjoy the natural wonders that are in our backyard, but we need to approach this in a more reasonable manner. I've always been a big promoter of a better bus system, one that will make several stops along the road and allow people to access several trails in both LCC and BCC. The only time a bus goes up these canyons is in the winter, why not have it go year round? Another option, is to put a pay booth at the beginning of these canyons. Why not charge, and with that money ensure that these well visited resources have the money they need to be maintained. I would invest in more parking at the mouth of each canyon, this will decrease the parking slots needed along the main canyon roads. I believe that a better parking situation at the mouths of each canyon, better bus systems, and perhaps a toll payment will help ensure that the beauty of these canyons remains what we love. I am sure many oppose the toll, but really those that love coming will be willing to pay it. I don't see why a \$4/car fee will be such a bad thing to implement. Protecting our watershed, and the mountains that are a passage way for so much animal traffic should be this accord's priority. Not being involved in land trades to better the ski resorts interests (though I know they are the ones with big pockets). We have come so far in protecting these mountains, this is not and will not be the first or last time resorts seek to expand their already heavy impact of these mountains. Say you do give in into the land trade, and that you give Brighton the land it wants, Soltitude and Snowbird the go ahead to connect, what happens when all of this infrastructure is set in place and in 20 years from now there is now snow? Then we are left with ski abandoned lifts and we become no better than the Rockies with their endless amounts of failed ski resorts. Do I wish we had more snow, of course, do I love to ski and recreate in these wonderful mountains during the winter and climb/hike them during the summer, yes. I also wish everyone can experience them, but the worst things you could do is to put a ski lift to where no matter what trail you took, or where you went, there would be a ski lift greeting you on the side of the mountain. Ski lifts that will need roads to be maintained, more buildings to sustain them, etc. This project was very exciting to me at first, but now, it is taking a dangerous road that I am not sure I agree with anymore.	Salt Lake City	03/12/2015
	It is obvious that the central Wasatch is/will become overwhelmed with use in the very near future. If not already. To preserve the environmental quality is not really possible. Unless you wish to limit the use to current levels. To allow for increased use and maintain a somewhat quality experience the accord is correct in identifying a key issue as transportation. However it fails when the transportation solution must be "marketable". The transportation solution must be efficient, do able and sustainable. Not marketable. Also more regulation of activities will be needed. For example trails are enhanced when made "one way". Regulation and or separation of non compatible activities (ie down hill mt. biking and hiking or backcountry foot powered use and hell-skiing). This is a tiny area with intense use. Management of all activities is the only way to keep them sustainable.	salt lake city	03/17/2015
	It seems as though the Blueprint focuses most of its attention on this proposed transit line through the Wasatch. I wonder how environmentally sustainable this option really is considering that no limitations on vehicular use will be implemented as well. I agree that something ought to be done about the large amounts of cars that drive up and down the canyons daily but I do not think that a transit system will be any less invasive when you consider the extended line that would cut through the upper Wasatch to Park City. Have you thought about the already struggling wildlife habitat that would then be even more fragmented? Even though there is a growing number of visitors to the region, we should try to better encourage proper use by visitors first (there could be multiple areas of improvement of this) before we develop and destroy this area even further.	Salt Lake City	03/16/2015
	It seems like one of the critical components of the environmental sustainable transit will be seen when we know what the actual alignment of the rail and how construction is managed and finally how well the master plan deals with the interface of human populations, transportation and hydrology. It seems critically important the water quality is at the forefront of all these decisions and execution.	Salt Lake City	05/01/2015
	It seems like the only goal is to make sure that Park City's investors make money. Opening the Cottonwoods to more tourism from Park City will destroy everything that makes these canyons special. The Cottonwood resorts are small and the current infrastructure is a natural limiting factor to what the canyons can handle. In other words, when the canyon is full, it is full. We understand that Sandy wants the tourism dollars, but it would be at the expense of the taxpayers of Salt Lake County. All of these proposals seem to be about making more money for developers and very little about improving anything for Salt Lake City's citizens or tourists. So, why are the citizens being asked our opinion when this is clearly about tourist dollars?	Salt Lake City	05/02/2015
	It seems like you've got all the right people involved in making these decisions. But it's not clear to me whether your ultimate conclusions will have the force and effect of law or whether those will only be "advisory" conclusions for the Legislature to consider. If it's the latter, I would be concerned that the Legislature will only consider what is politically expedient and not what best serves the interests of the people of Utah.	Salt Lake City	03/13/2015
	It seems to me that the blueprint takes into account the many issues and potential problem areas the central Wasatch faces. It is thorough, and well researched.	Salt Lake City	02/05/2015
	It would be wonderful if these four aims could all be achieved simultaneously, but I fear that the focus will be more on economic growth at the expense of soils, watersheds, and wildlife. For instance, the transit corridor between PC and LC does not seem a very environmentally friendly idea. It won't be good for the wild character of the mountains and their animal inhabitants, that's for sure. The language to protect, restore, and adaptively manage our natural resource base is in the Blueprint, but will these concerns actually receive attention and, more importantly, funding? I hope so, but am skeptical...	Salt Lake City	03/17/2015
	It would seem that the proposed charter is really "Transit Driven" rather than "public development options" driven. The Blueprint meets the needs of the charter, but is the charter the correct one? It sounds good, but from what perspective? I think it should include in the charter the view of the family and the individual, not just the so-called stake holders of business and government and environmentalists.	Salt Lake City	02/05/2015
	It's hard to rate how environmentally sustainable the proposed transit will be without additional details regarding which of the proposed options are actually chosen and then how they are actually implemented in practice. However, I do like the stated goals/objectives that were specified to guide the transit options proposed. I think they balance the competing goal and interests of the various stakeholders well.	Salt Lake City	04/29/2015
	There may be an opportunity for a small hub of activity at Olympus Cove where considerable underutilized and vacant land exists. A towncenter that provides for 4 season access to the adjacent Wasatch could add to needed rooms for visitors. another location could be the gravel pit area at the mouth of Big Cottonwood. Establishing more centers in the Valley would mean less need up on the mountain. How does a town like Alta get real input? It seems they want to create a commercial core.	Salt Lake City	03/31/2015
	In winter make transportation from the mouth of the canyons part of the ski ticket price and then limit the number of cars that can drive up the canyon. In summer the number of motor vehicles can be increased but still there are limits and public transportation is necessary.	Salt Lake City	02/10/2015
	Keep busses and mass transit out of Millcreek Canyon!!!!	Salt Lake City	03/26/2015
	Keep the existing backcountry and open spaces available to the public in their current form, and not ruin the forest by expanding the number of resorts, roads, and other damage to the natural environment.	Salt Lake City	04/26/2015
	Keep UTA from making canyon access expensive or less accessible. Their plans are both environmentally and economically disastrous. Extra lanes for buses - BAD. Their buses are expensive, poor hours, poor frequency and run by folks who claim a lot and deliver little. They waste funds, pay themselves grandly (at the top) and destroy traffic flow. You can't even do a bike lane well in the canyons, don't think these guys are saints. No one could afford these buses/rail anyway. Family hikes in the Cottonwoods would be history.	Salt Lake City	03/17/2015
	Leave out the light rail in the canyons. No more proposed development by the ski industry. Once it's developed, that's it. There is no turning back. What really needs to happen is that our leaders stop giving out corporate incentives to continue the population expansion of this valley. It is already high density enough.	Salt Lake City	05/01/2015
	Leave the Wasatch front alone...	Salt Lake City	04/30/2015
	Less cars and more public transportation options sounds great! I question the need to link up the back of the Wasatch with any of the major canyons.	Salt Lake City	04/30/2015
	Less traffic, even people in watersheds, like City Creek Close off to cars 1/2 the days a week	Salt Lake City	04/23/2015
	Mainly seems aimed to increase profits for ski resort areas. What is nice about the Cottonwoods side is that the majority of the out-of-town knuckleheads stay in Park City and Canyons. Brighton and Soltitude are nice because they're more of a locals area.	Salt Lake City	03/03/2015
	The health of the ecosystem must be considered above simply marketing the Wasatch Mountains that will lead to increased use. Low impact to the environment must be continuously emphasized in allowing various uses.	Salt Lake City	04/28/2015

	Maybe Mountain Accord staffers need another European gondola ride from the study money to extend the study. 28th study! UTA's infusion of \$20 million dollars to get SLC to go along with a study to determine if they needed a bus or a train. Then the train ride is 80% subsidized, with a capacity of 2500 people/hour now lauded by the same mountain accord execs who have quashed all improvement and development via SLC Corp and the newest friends of Alta's burgeoning build out. All this after decades of SLOC, SOC and SLCORP denying private property owners to develop their property right Or develop. Now it's a billion dollar train ride, through the mountain. And save our canyons tries to have people believe digging (MINING) 20+ MILE TRACK AND TUNNEL somehow preserves and protects the watershed. Private meetings held using public funds! Closed door meetings. Property owners denied representation as stakeholders with private property rights trumping the feel good propaganda spewed as an invitation of "public comment" as a slap in the face of democratic process. This group of undemocratic saps took public money to convince us why our own property rights have been negated... in order to build a brave new town center in Alta replete with a billion dollar train. At the head of this circus, Ralph Becker has green lighted his public works department to initiate law suit after lawsuit beating owners up so the could monopolize the 47 square miles of their own acquisitions--purchased outside the SLC Corporations physical boundaries and charter. Mountain Accord is a farcical bar none. Becker and Save our Canyons set themselves up to be the new friends of Alta--Alta development that is--white stripping others of property rights, litigation, threats of litigation and the type of bald faced lies Expectorid by more seasoned politicians, in places like Chicago. Mountains Accord has been a bombastic accorrdion of concessions to itself. Not only are your opinions not wanted, the process was used to have Ralph Becker orchestrate the phased of neutrality while having Karl Fisher of SOC be the front man on their own sale out of every previously held tenent used to deny property rights.	salt lake city	05/01/2015
	More detail on type of bus rapid transit is needed. Diesel exhaust spewing buses won't be any better for our snowpack or watershed.	Salt Lake City	02/07/2015
	Mountain Accord is a collaborative effort to make the best decisions for the future. It seems environmental organizations are underrepresented, with Save Our Canyons being the only non-profit environmental group listed. With the proposals for environmental stewardship including monitoring and restoration, it seems like more environmental organizations should be involved. The environment should be the foremost priority, as it is the basis for the remaining objectives of transportation, recreation, and economy. Without strict environmental protection, extreme degradation of the Central Wasatch will certainly ensue.	Salt Lake City	03/16/2015
	Mountain rail system? You are kidding, right? The cost (both environmental impact and fiscal) to build a rail system into the canyons far exceeds that of the much lesser cost of concrete to simply increase parking in "existing" ski resort parking lots with stacked structures. Those existing sprawling lots can be land that can be better utilized to manage traffic control and solve the problem long term at fraction of the cost of developing a rail system based on "usage guesswork" studies. How hard is that? Mountain accord seems to want to re-invent the wheel and impose rail system where one is not necessary at tax payer expense and uses obscure verbiage to "sell" it leading public to believe this is the best viable solution to handle "projected" increased canyon vehicular traffic in the canyon recreation areas. Oh, please... The reasonable solution is simple, and has clearly been over-sighted by those looking to validate their blurred vision of Utah's recreational areas. Please DO NOT push to destroy Utah's recreational canyons at the mercy of an idiotic proposal such as rails systems throughout the local canyons for resort access. This will have far greater negative impact on the natural surrounds than simply increasing parking within the areas where parking exists.	salt lake city	05/01/2015
	My basic position on the Mountain Accord proposed Blueprint essentially mirrors that of Wasatch Backcountry Alliance (WBA), Winter Wildlands Alliance (WWA) and Save Our Canyons (SOC). The proposed Blueprint is simply too favorable to touted, yet unproven economic development at the expense of the environment and dispersed recreation. As currently proposed in the Blueprint, the benefits simply do not outweigh the costs. I do not support an interconnection between Big Cottonwood Canyon, Little Cottonwood Canyon and Park City, or any combination thereof. This includes tunnels. The resulting direct, cumulative and indirect impacts to dispersed recreational experiences and the environment are potentially significant, while economic costs and benefits to the public are not known. As a next step, I strongly support development of a purpose and need statement that balances the "Systems Mountain Accord" is addressing, without giving undue bias to any one element or proposal. Only then can an environmental analysis that considers an appropriate range of alternatives be conducted. We believe this range includes measures designed to provide reliable, lowcost, low-impact transportation to both dispersed and developed recreational nodes in the Canyons. As drafted, the Blueprint needs much improvement - it simply places too much emphasis on development over preservation of the environment and dispersed recreation.	Salt Lake City	04/30/2015
	My comment will be somewhat unhelpful but "environmentally-sustainable transit system" for increasing traffic/VMT is really a misnomer or not possible. Having said that ... if we build a system with as small a footprint as possible that meets the objective of reliable free flowing transportation of people then we, the users, will learn to use and be satisfied with the new system much like the Zion Park shuttle or other systems in Europe.	Salt Lake City	04/30/2015
	No additional feedback.	Salt Lake City	03/12/2015
	No e of it is necessary. It will ruin our collective wilderness experience for ever.	salt lake city	05/02/2015
	No further resort expansion should be permitted. Open spaces are already extremely limited in the wasatch and the resorts have been given the lions share of the quality ski terrain. Further development permanently scars public land while enriching a very few. However, the proposals to improve public transit in the canyons is extremely welcome.	Salt Lake City	02/04/2015
	No more development in the Wasatch please. No ski resort expansion. Protect all undeveloped areas with wilderness designations. Transportation should proposals should seek to reduce automobile traffic and emissions in the canyons. More buses, avalanche sheds, tolls, incentives for car pooling and low emission vehicles should be considered. Trains and tunnels would be extremely damaging to the environment and so expensive as to not likely be feasible.	SALT LAKE CITY	02/12/2015
	No more development. Closure of the canyons to private traffic on weekends and high volume days. Only commercial permitted vehicles on those days and public transit. No ski area expansion. NO TUNNELS OR TRAMS CONNECTING PARK CITY TO COTTONWOODS.	Salt Lake City	02/24/2015
	no no no! on tunnels and overhead trams.... I have lived and worked in Salt Lake for 40 years, and in the ski industry, in BCC, for almost that many.. I do know first hand how things have changed.... Overhead anything is intrusive and will NOT maintain our pristine recreation areas ( have any of you been to Whistler? ) . And despite what people fantasize, traveling from the PC "back" to the Cottonwoods and back again is not a realistic scenario. People may currently buy Snowbird/Alta or Solitude/Brighton passes, but they don't go back and forth much. At the aforementioned Whistler, the gondola is handy if the snow is terrible on one mountain and one wants to try the other, but you can't go back and forth and get much skiing in. DONT DO IT. Nothing but a gimmick and it is NOT a "transportation solution" . And tunnels ARGGH. Yeah, the tunnel from Denver to A-Basin saves a lot of problems in bad weather, but do you want a freeway from Park City to Brighton? What will tunnels do to our water? What will that do to all the residences there now? A tunnel would totally alter, and destroy, the ambience in either BCC or LCC. If you are hell-bent on one or the other, at least a tunnel would not be visible from the back country, but would bring more traffic , not less, to the tops of our two canyons. NO!!!	Salt Lake City	04/26/2015
	No ski area expansion! No trains. Make a toll road. The mountain according stake holders should excuse them from this process. We can not have a fair process of the mountain accord is made up by the people who will profit from it.	Salt Lake City	05/01/2015
	No ski resort expansion. The vast majority of the SL Valley citizens do not want any ski resort expansion now or every	Salt Lake City	04/30/2015
	No train up the canyon. Also, UTA should not be a part of the transit solution. They can't schedule to save their lives and we keep throwing money at them. They can't get me to work in a reasonable amount of time (or at all). Now they are throwing resources at vacation spots for rich people, instead of servicing the general population of SLC. UTA needs to be dropped from the proposal all together.	Salt Lake City	04/28/2015
	No trains / no tunneling / no new lifts / no interconnect	Salt Lake City	02/05/2015
	No trains are necessary for transportation in the Wasatch Front.	salt lake city	02/28/2015
	Not all aspects should carry the same weight. The Maslow hierarchy of needs comes to mind. Watershed preservation needs to come first and foremost. Economic development should be second, if there is any more room for it in the Wasatch. Unfortunately, recreation, the reason why we love our Mountains so much, should come last. This would mean that we favor the utilization of our mountains by paying visitors and use that money to pay for valley infrastructures and education. There is plenty of space still for the local populations to recreate in, a bit further. The Wasatch can only accommodate so many people and uses. Being a significant drinking water reservoir is its most critical role.	Salt Lake City	05/01/2015
	Obviously less vehicles driving up the canyons is better for the environment. Achieving that goal via more buses, rapid transit buses, and/or rail, should help. These can also hurt the recreation and could go against the charter's statement of being a steward of these resources. Everything depends on what "actually" is done. This is just a blueprint, that is vague and had no certainty in what will actually be changed/created. For the vibrant economy, is there a problem with it now? If it's a problem of getting people to come to Salt Lake, the problem has absolutely NOTHING to do with transportation to the resorts (any of them) from the airport. Far more people fly into Denver and drive 2+ hours to get to a ski resort. Why don't more people come to Salt Lake City, where we have 7 world class resorts within a 30 minute drive from downtown? Airfares. Airfares. Flights into Salt Lake cost a good amount more than flying to Denver, and that's why people will choose Denver over Salt Lake City. And let's not forget the fact that most people outside of Utah laugh at us over our ridiculous liquor laws.	Salt Lake City	02/05/2015
	once it is gone, it is gone! I would favor every plan that limits further development, other than those types of things that improve the quality of the experience, light, noise, smoke structures, litter, fire, water degradation all reduce the quality. I understand that some development will take place, but I think the focus should be on continuing to keep the canyons a primarily day use resource, mitigating the need to house, feed, protect the increased number of people that will use the canyon in the future. transportation issues should include the most environmentally sound ideas, with cost being an issue. the transportation should be frequent, quick and reasonably priced. zion has done this with buses, milcreek has limited it with a fee. bike lanes should be expanded.	salt lake city	04/27/2015
	Once land is developed, it is lost. The central wasatch has limited resources that should be more important for financial gain for few.	Salt lake city	04/15/2015
	One thing I did not see proposed or discussed was the use of a permit system for access to the canyons during high volume periods. This could promote car pooling, provide additional funds for infrastructure support, and reduce the volume of "Sunday Drivers" on busy days who simply drive up and down the canyon without ever even leaving their vehicles.	Salt Lake City	03/15/2015
	OPPORTUNITIES & POTENTIAL BENEFITS Through Mountain Accord, we have the opportunity to be forward thinking regarding the predicted population doubling in the Wasatch and plan accordingly. Climbers have a seat at the table as a stakeholder in Mountain Accord and a voice in the planning process now and into the future. The SLCA aims to protect and enhance climbing areas and the surrounding environments. The Mountain Accord interest in federal land designations surrounding ski resorts will stop ski resort expansion and protect the Wasatch, permanently ending the battle over ski area expansion. The SLCA sees opportunity with a National Recreation Area or National Conservation Area federal land designation to protect climbing resources into the future. The SLCA recognizes that a mass transit system and trail network systems will cost a great deal of money and supports Mountain Accord seeking federal funding to implement these systems through federal legislation. Currently, the SLCA works with land managers and private landowners to protect access to climbing areas, and we support the Mountain Accord process to examine and carry out land swaps to better ensure access to climbing that is on private land. The Gate Buttress owned by the LDS Church in Little Cottonwood Canyon is one property the SLCA recommends for the Mountain Accord Cottonwood Canyon Taskforce to explore as a highly valuable recreation site. The SLCA promotes better climbers' access trails, therefore we are excited about the inclusion of a trail connectivity component in Mountain Accord. We recommend the inclusion of a climbing ranger and climbing management plan as part of a greater trails plan for the Wasatch. Mountain Accord is interested in projects that are shovel-ready and the SLCA is encouraged by the support for the Grit Mill & Climbing Master Plan Project. This climber access trail network will set the precedent for better climbing access trails throughout the Wasatch. The SLCA recognizes the need for funding to maintain and develop recreation areas in the Wasatch and is open to fees that directly support and improve recreational sites within the canyons. The SLCA is interested in getting more cars off the canyon roads and is interested in mass transportation ideas that serve dispersed recreation users as well as the resorts. The SLCA sees opportunity for better trailhead parking throughout the canyons because of Mountain Accord. The SLCA recognizes a need for an environmental monitoring system in the canyons and is in support of Mountain Accord's efforts to create this promptly to advise future National Environmental Protection Act (NEPA) work. As a member of the Wasatch Legacy Project (WLP), the SLCA recognizes the need for a steering body for the Wasatch Front and Wasatch Back and recommends that Mountain Accord consider the WLP to fill this role. THE UNKNOWNNS Impacts to the watershed from new infrastructure for mass transit Ski area interests in 416 acres in American Forkland how this will impact American Fork Canyon Mass transit with different possible routes in Little Cottonwood Canyon impacting climbing sites. A wilderness federal land designation could prohibit the use of power drills for re-bolting work on routes and make working on trails prohibitive	Salt Lake City	04/30/2015
	Outlines fewer and most specific viable solutions for transit. Currently it puts all opportunities on the table and many of them are irresponsible for the watershed or will hugely alter the landscape	Salt Lake City	03/16/2015
	Overall I understand the desire to make a more efficient system for accessing the natural wonders that make Utah what it is. However, I do not believe that connecting roads and/or lifts is the appropriate approach. Many locals and tourists enjoy the backcountry and secluded nature that Utah provides with its many recreational outlets. All seasons of the year here provide people with numerous activities that can be enjoyed, but would essentially be hampered or ruined by massive changes to landscape. New roads, especially a connective tunnel, would more than likely increase traffic flow and become a major thoroughfare. Pollution is a major issue for the Salt Lake valley, especially during winter months. The most important change to improve air quality and reduce traffic is to invest in and expand public transportation options. Cities around the globe are taking steps towards combating climate change and reducing traffic by offering discounted or free public transit on poor air quality days. I think the Blueprint could better meet the purpose of the Mountain Accord mission statement by supporting public transit options.	Salt Lake City	05/01/2015
	Overall it is a good start with one major exception - Alta still has Grizzly Gulch down as "under consideration." Alta is essentially saying they want to do major development on what is now public land at their base area, plus have more water for making snow, plus have a train, AND, they want to keep the option of developing Grizzly Gulch open in the future.	Salt Lake City	02/21/2015

	<p>Overall Mountain Accord Blueprint: I applaud and support the collaboration of stakeholders in developing a comprehensive land use plan for the Canyons and Wasatch Mountains. Please continue this work. I do NOT support the proposed alternatives as they stand today in this draft blueprint. The proposed draft blueprint does not sustain and support a vibrant economy, diverse recreational opportunities, nor does it protect the beautiful character, natural systems, wildlife and water of the Wasatch. The draft blueprint should be substantially revised by implementing the proposed land transfers, by not expanding the ski area boundaries, by not connecting the canyons, and by removing and restoring Guardsman Pass Road. More details are listed below. Cottonwood Canyon Scenario: I support the transfer of 2,150 acres of private ski area owned land to public ownership in exchange for 258 acres of public lands to private lands along the base of the canyon for base area management and future development. I think this is more than enough fair exchange due to the undevelopable nature of the 2,150 acres of private lands for the developable land gained. I do NOT support the transfer of 416 acres of public lands in the American Fork Canyon. These lands are not mapped and I do not understand the rationale for transfer of these public lands into private ownership. I support an increase in the amount water used for snowmaking as long as it supports the overall best use and management of our drinking water and other water needs in the canyons and in the valleys. I do NOT support an expansion of the ski area boundaries by 210 acres. I think the ski areas should stay within their current boundaries. I do not want to see an over all increase in ski area boundaries except for a moderate amount of growth at the base of the ski area along the roads and existing development. The amount of skiable land with ski area infrastructure is already a high proportion and disrupts the natural character of the Wasatch. Any increase in this footprint would change the character of the Wasatch and limit other uses (wildlife habitat, natural area protection, bird watching, hiking, snowshoeing, cross country and backcountry skiing). Transportation I do NOT support any transportation connection between Little and Big Cottonwood Canyons to Park City. I do NOT support expansion or improvement of the current summer season Guardsman Pass Road. In fact, I support closing this road permanently and year round to any traffic. I propose ripping up the concrete, restoring the roadbed into the natural mountain landscape, and maintaining the restored natural and public land for hiking, snowshoeing, cross country, and backcountry skiing. I do NOT support building a tunnel to connect the Canyons to Park City for a light rail, for a rapid bus service, or for car traffic. I do NOT support building a tram, gondola or any other aerial transportation option to connect the Canyons to Park City. I support improving public transit transportation incentives and options for movement up and down Big and Little Cottonwood Canyon along current paved road footprints. I support removal and restoration of the I do NOT support transportation goal #4 providing new evacuation routes out of both canyons. This transportation goal should be removed from the list. One way up and down traffic is a normal and natural condition and limit on growth the Wasatch. If development cannot increase in the canyons due to safety concerns, development should be limited. Unnatural creation of alternative evacuation routes is unnecessary and does not consider appropriate development within the landscape.</p>	Salt Lake City	03/01/2015
	<p>Overall, I am disappointed with the initial position/posture of the MA Blueprint. A decade ago, the Envision Utah process revealed that the vast majority of Salt Lake residents favored limiting the expansion of the central Wasatch ski resorts and preserving this small but incredibly beautiful (and heavily used) for future generations. The MA Blueprint appears to move in the opposite direction, by creating a favorable climate for continued ski resort expansion, at considerable taxpayer expense, and equating the creation of a "vibrant economy" with this kind of expansion. The mountains, the water, and the population of the city are poorly served by the blueprint. Responsible stewardship. Considering the projected growth of Salt Lake City's population, the blueprint seems rather irresponsible in its determination to allow continued development in the mountains. It's a classic western battle for "what's left over," and the ski resorts are leading the charge. Planners need to step back and assess the larger issues, which in truth center on the fact that additions thousands of people are going to want access to the canyons, and these won't all be skiers. The proposed summer trail system will help, but the best option seems to be one of restraint, wherever possible. Hard boundaries should be created that truly preserve this resource for the future. Quality recreation. Again, quality for which group. Right now lift-served ski industry is anything but vital, and from what I read much of the profit for these companies (like Vail) comes from residential development. The blueprint needs to be democratic in the sense that it considers all user groups equally, and this means hikers, back country skiers, wild flower enthusiasts, and fisher people, as well as lift-served riders and side country users. It seems that the latter group is fading, while the others are growing. Something to think about. Vibrant Economy. As I said above, assuming that the only way to create a vibrant economy for the city and the area is by allowing the resorts to expand is wrong minded (as well as short sighted). There are other ways the Wasatch benefits the city's and the state's economy, and one in particular--and that should be considered carefully in this process--is the role the mountains and the recreation they offer play in attracting (and in continuing to attract) new industries. Right now, many industries (and this includes but is not limited to such outdoor companies like Petzl, Black Diamond, Specialized) sell Utah as a place for investment because of its incredible backcountry/outdoor/natural environment. The canyons are right here, and available to people more so than in any other city (except maybe Los Angeles). In the long run, preserving the natural experience, which means hiking without ski lift cables running overhead, will benefit the city/state's economy much more than helping a few ski resorts make some quick money (at taxpayer expense). Transportation. The train is a bad idea. It is too expensive, has limited carrying capacity, and limited flexibility in terms of dispersing users/riders. A bus system (natural gas or electric powered vehicles) with a dedicated lane, multiple stops (at various trail heads), is the best solution. Placing a fee on auto use (and parking) is also important, so that riding the bus is more attractive. Snow sheds work well in Europe, and it seems like a no-brainer that they should be installed here in LCC and BCCs. As a number of people have pointed out, you can get a lot of snow shed for the 2 billion it would take to run the train up these canyons.</p>	Salt Lake City	04/07/2015
	<p>Overall, I commend the efforts and results of the Mountain Accord Initiative to date. However, in some respects the Blueprint doesn't go far enough in providing a truly Bold End Vision for the Central Wasatch. For example, it talks about getting people out of their cars but in most cases provides only buses as the alternative. Several critical Trunk Rail lines are needed sooner than later to really get people out of their cars and enable people to start from any of the Economic Hubs, go Nordic or Alpine skiing, snowshoeing, hiking, climbing, mountain biking, road biking, or even to work, and be able to return home or to their accommodations rapidly and comfortably from where ever they end up. The Mountain Accord Blueprint needs to lay out a complete end vision, and then come up with a plan to make it happen. Although we may not be able to afford everything in the vision at once, the critical pieces like rail trunk lines to Park City and along the eastern SLC Valley need to be in the plans for the next decade, not in 25 years. To me, a "World Class Transit System" means getting off a plane at SLC Airport, walking through the terminal to a train, and arriving at the top of LCC or Park City in 45 minutes. There are plenty of examples of this in Europe (Interlaken and Zermatt areas in Switzerland, Chamonix in France to name a few) where you can go from an international airport (Zurich, Geneva) to a mountain destination quickly and efficiently without the need of automobiles or buses. First, clearly paint a bold long-term vision; then we'll figure out how to make it happen.</p>	Salt Lake City	03/15/2015
	<p>Overall, the proposed Blueprint is too much skewed towards further development versus conservation. The focus must be on the least environmentally damaging interventions; the protection of watersheds, wilderness, and scenic ridgelines should be paramount. The developments pushed by the ski industry, in addition to benefitting only the ski industry and not the residents of Utah, are nearsighted. The ski business is not a growing business, the opposite. The changes in the climate (after this past winter I would dare anybody to deny them) are not conducive of investments in expansion / interconnection of ski resorts. They are just bad investments, period. In the longer run, conservation and preservation will prove the best investment of all, for all the residents of Utah.</p>	Salt Lake City	04/03/2015
	<p>Please address how the disputed areas will be handled instead of leaving them open for discussion - i.e. Grizzly Gulch. Please provide more content on where you want to put lifts and how many access roads will be needed to maintain the lifts. Also provide details as to where those roads would be placed. This report is vague at best, barely mentioning aerial transport. While progress has been made with this accord, it lacks depth and detail that is needed to garner support. Additionally - would a train be added while keeping the existing road open or would the road be shut down? That needs to be addressed. A train isn't a bad idea if the road itself is shut down, or access to the canyons is limited by shuttle. But to have both the road packed with cars and a train cruising up and down the canyon--that seems to be a very poorly planned idea. Additionally, please convince us that all of this is necessary for an industry that is steadily declining and more people are exiting the sport of skiing than entering into it. Also, is all of this necessary with the snow we have been receiving in recent years? We haven't exactly been having stellar winters. I do not see any of this addressed in the study. I do not support this plan in its current state.</p>	Salt Lake City	02/16/2015
	<p>Please do something about the traffic jams in LCC...more buses a train something.</p>	Salt Lake City	04/30/2015
	<p>Please have the transit system managed by someone other than UTA. Based on the current state of public transportation in Utah, it is clear that we need a managing body that understands the needs of all users. public transportation only works if it is available on a regular basis. People use public transportation if it is convenient, which means that it needs to be available even at times that don't maximize profit for the governing body.</p>	salt lake city	03/04/2015
	<p>Please keep the trails out of the canyon. Buses can be made as reliable as trains because it is the same organization running them. Just make the buses more dependable and reliable. Use additional funds to make the buses meet the need. Diesel or natural gas would be good bus choices. I have no problem with a small aerial tram from Alta to Brighton.</p>	Salt Lake City	04/30/2015
	<p>Please make the land parcels in Grizzly Gulch and White Pine high priority for transfer to public ownership.</p>	Salt Lake City	05/02/2015
	<p>Please protect the backcountry areas of the Cottonwood Canyons. They are a very special place. Sounds like you're trying to do just that!</p>	Salt Lake City	03/12/2015
	<p>Please see the detailed comments provided by the Wasatch Backcountry Alliance, which represents my feedback for purposes of this comment box.</p>	Salt Lake City	05/01/2015
	<p>Preserve the backcountry.</p>	Salt Lake City	04/30/2015
	<p>Preserve the precious backcountry and the peace and serenity it offers! Do not continue to propose development!</p>	Salt Lake City	02/19/2015
	<p>Pretty well, pending on the results of feasibility studies about impact, cost, wildlife corridors, etc</p>	Salt Lake City	04/30/2015
	<p>public transit up the canyons needs to be not only provided but an incentive should be give when used so that emissions and carbon footprints can be reduced</p>	salt lake city	05/01/2015
	<p>Really unhappy with some of the proposals. Couched in high sounding narrative - the actual actions are rather poor. High capacity transit in LCC - really poor idea. "and the resorts would get more water for snow making" - in a water constrained part of our country. A TUNNEL linking Alta and Brighton is also a very poor idea. This effort seems bought and paid for by the ski industry. Look at the long term climate change, decrease in snow etc. Tax payers will be holding the back for these initiatives.</p>	SALT LAKE CITY	02/04/2015
	<p>Recreation I am in full support of creating a trails network in the upper reaches of the two canyons. The trails should be a mix of hiking exclusive, mountain biking exclusive, and and shared (and/or with management techniques conducive to habits, ie Snowbird's new trail being uphill till the tram runs and then it becomes downhill). Any new road/transit construction must have improved road cycling facilities (wider shoulders, exclusive bike lanes, disconnected paved bike paths) LCC/BCC parking areas need to be enlarged and enhanced for the major dispersed user trailheads, with optional stops for the Bus Rapid Transit at White Pine, Argenta, Butler Fork, Mineral Fork, etc. I support the permanent protection of the Emma Ridges to Superior ridgeline from development. I do NOT support a chairlift in Grizzly Gulch. I recognize that it is private property, but I also appreciate that much of Alta's operations are on public land and that they stand to benefit greatly from enhanced base development on a lot of lucrative land, additional water use, increased snowmaking, and improved LCC transit. Grizzly Gulch and the surrounding area should be put into some sort of permanent protection. I could be supportive of chairlifts and development into the American Fork Canyon depending on alignment and scope. I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift. I am supportive of increased connectivity between Brighton and Solitude in the SolBright area. I am supportive of enhanced facilities at identified high-use nodes to both concentrate use in appropriate close-in areas and disperse use in more-remote areas I am in support of modifying wilderness boundaries to accommodate new and existing sections of the Bonneville Shoreline Trail. I fail to understand how the Mountain Accord can consider all forms of recreation in the Central Wasatch except for one of the most significant and controversial forms: Wasatch Powderbirds. To me this "oversight" of neglecting helicopter skiing in our tiny range - that was based on a Forest Service administrative timeline that was arbitrarily changed from 5 year renewals to 10 years - is an egregious omission. Economics I support enabling the ski resorts to utilize more water for snowmaking I support adding potential land and altering zoning for additional development at the various resorts' bases. I support enabling the ski resorts to expand their summertime activities within their existing footprints. I support enhanced modern avalanche mitigation techniques (ie Gas-X) above Alta. I do NOT support a chairlift on Flagstaff peak. I do not support extraordinarily-expensive, taxpayer-funded "solutions" to "problems" that enable profit maximization for ski resorts whose lift tickets are pricing their customers out of an already-flat-to-declining market. Environment I know that the EPA has determined that ski resort development has a more profound effect on watershed integrity than ANY other development. But I am cautiously optimistic that SLC Water and various other governing bodies will ensure water quality despite the threats associated with increased use, transit, and development. I am in favor of a re-forestation effort on (particularly) the Emma ridgeline area I am becoming increasingly convinced that simple people-pressure on the canyons is having a degrading effect on the watershed, and dramatically increasing opportunities to transport people up the canyons will have a commensurate effect on the watershed quality. I am concerned that the ski resorts are getting many of their desired "gets", and their "gives" are more along the lines of "we are not taking as much as we could take", at the expense of potential environmental and backcountry terrain preservation.</p>	Salt Lake City	03/09/2015

	The proposal is far to heavily weighted in favor of development and not enough weight for preservation. Possible Solutions to capture data and further discussion include: * What about optimizing rapid transit and private shuttle systems up BCC/LCC. * Possibly reconfigure road to minimize avalanche hazards and improve bus transit/shuttles from valley transportation hubs. Use disincentives for driving by limiting parking, charge for parking and charge for a variety of permits to drive on canyon roads. * There needs to be much more data to determine what the best ROI is for taxpayers. It is very hard to believe that trains and tunnels up LCC to BCC to PC benefit more total users, improves the economy and reduces more air pollution than using the money to improve the Provo to SLC to Ogden corridors so people can commute more efficiently, be more productive and reduce air/road related pollution. Prove it. * There needs to be more data to compare various transportation options as well. Using a corridor up Parleys to the Wasatch Back seem much more logical from a cost, environment, changed canyon character, water damage, than trains/tunnels in LCC. * Compare the ROI on the above options to a re-configuring of the LCC road to support an optimized rapid transit system. * While we want the ski resorts to grow and prosper they need to do so within current footprints. They can't expand forever...so let them figure out how to grow within limits vs once they have expanded and hurt the Wasatch Mountain experience.	Salt Lake City	03/02/2015
	Remove the commercial aspect. It ruins our mountains. There is currently enough development. Yes, transportation needs to be addressed.	Salt Lake City	04/27/2015
	Resorts are deeply subsidized by the public in the current system with USFS leases that are 80-90% below market rates. In no way, shape, or form do the resorts have leverage adequate to simply allow vertical development and horizontal encroachment into open areas. The private land in the Cottonwoods sucks compared to the public land utilized by resorts. Why the milquetoast approach on the part of the community leadership in allowing so many obvious revenue handouts to private companies at the expense of the majority of user groups. Do not let the resorts expand yet again. They already have world class operations that strain the transit and natural systems.	SALT LAKE CITY	02/15/2015
	Running rail up LCC is crazy and would destroy the canyon. If there is going to be a rail connection to Snowbird it should be from PC via Brighton. Ski area expansion needs to be squashed. NO MORE EXPANSION - its been going on far too long! Growth in Ski industry is in skiing backcountry/side country. NO MORE terrain that needs to be BOMBED daily to be made 'safe'. Resorts should sell land cheap to keep the sweetheart deals they already have on public lands. The resorts are big enough already. I have been skiing here since 1986, its why I moved here. With climate change, skiing has become limited to the upper canyons. What untrammeled/undeveloped land that remains must be preserved for future generations. They have made my life so much better. Development does not belong in the canyon!!! Please don't allow the mountains to be turned into a theme park.	Salt Lake City	05/01/2015
	See below.	Salt Lake City	03/02/2015
	Since many things haven't been decided yet, these issues are hard to comment on. These are the things that I worry about: 1. Developers- if money is involved, there seems to be no limits to the destruction to the environment that they are willing to cause. Several examples: the conference center at the top of Hidden Peak. Short of an earthquake, this tragic eyesore will be a scar on our mountains into the unforeseeable future. While (unfortunately!) Emigration Canyon is not included in this plan, we can see by the hedge-podge of high rise condominiums at its entrance, how developers free for all might look in our other canyons 2. The power of large resorts such as Vail. Again, it seems that if you have the money, you will be able to destroy our mountains with relative ease. 3. Transportation- I would strongly support mass transit. Ideally, a trax line, but nicer and more frequent buses would be a great start. I do not like the aerial tram idea; too much destruction on the hill side. I do not support connection of ski resorts. I think this is totally unnecessary. 4. I would strongly support more bike paths, both road and trail. Road bikers should be able to get up and down our canyons with out the fear of being killed by someone talking on their cell phone. 5. While this may just be a pipe dream and is not presently included in your plan, we really should consider the elephant in the room: uncontrolled population growth! We can't continue to ignore this; whether it's this continuing encroachment and destruction of our natural world, water shortages, air pollution, traffic congestion, food availability, over crowding in schools, poverty, lack of health care, etc, etc. Most of our problems are directly or indirectly caused by over population.	salt lake city	04/30/2015
	So far so good, but I'd lean more towards preservation and reduction of personal vehicles	Salt Lake City	02/05/2015
	Some how we need to think out of the box. I know our ski resorts are "world class but I would like economic develop to come more from the cited than into the mountain, of which you only have one. If you destroy nature, it won't come back.	Salt Lake City	05/01/2015
	Some transit proposals are well thought out (limiting access to upper portions of Millcreek). Cottonwoods plans however are not sustainable if not borderline ridiculous.	Salt Lake City	03/26/2015
	I wish to vote for a transportation model that uses a natural gas-powered shuttle bus system in the Cottonwood canyons(similar to the system in Zion National park) with automobile passes for canyon residents. Also a light rail train to Park City in Parley's canyon on the I80 corridor. Light rail on Foothill Blvd/wasatch blvd connecting East bench residents living South of I 80 is a must.	Salt Lake City	04/15/2015
	Specifically call out that One Wasatch will not be allowed. The current plan allows for reasonable resort expansion, no additional expansion should be permitted. This is especially true for the grizzly gulch area. I feel that the millcreek shuttle is a great idea and should be followed through on.	Salt Lake City	02/11/2015
	Stewardship of natural resources: I fully support the proposal for a land swap, bringing into public ownership the 2,000+ acres. I also believe that the land deserves nothing less than wilderness designation, anything less would not put in place rigorous enough standards to assure lasting protection. Recreation experience: I wonder whose recreation experience these changes are being tailored to, it certainly feels to me, a life-long resident, that the experience is being tailored to out-of-town visitors who are eager for quick access to the mountains from both the front and back side of the Wasatch, and less to those of us who live on one side or the other. Additional attention to a comprehensive trail system is welcome. But with few details I can't really comment on whether those plans are adequate or address the real problems of multiple use, especially hiker/biker conflicts. Economy: I think above all this plan addresses economy and the desire for the state of Utah and the ski industry to capitalize on the mountains as much as possible - ringing every last bit of use out of a limited amount of space with little thought to climate change and the potential disappearance of the ski industry as winters bring less snow. I certainly feel that economy is driving this plan and is the biggest winner. Transportation: Where is the discussion of the environmental impact on the canyons of constructing a rail system and connecting tunnels and roads? Will the transit system be efficient and useful? Better timed and operated than the deplorable trax and bus transit system now available in the valley? (I still never take bus or train because its faster and more convenient to get places on my bike and I've never taken the train to the airport since the drive is 15 minutes from my house and the train, with transfer downtown, would take over an hour.) Would it be for locals, or once again a gimmick for tourists? Would it require increased parking at the canyon entrances?	Salt Lake City	03/18/2015
	The transportation proposals assume a link in the "Little Cottonwood/Park City corridor." Alta should not be connected to Park City directly. Mass transit can be responsibly used in Parley's, but tunnels and trains do not belong in Little or Big Cottonwood. Very little is said about how people will be encouraged to ride mass transit. Physical facilities (such as lockers) need to be built and significant price differences (either steep discounts on lift passes or large parking fees) will also help. But at some point the possibility of mandatory use of public transit for certain areas needs to be thought of.	salt lake city	04/28/2015
	Stop trying to connect everything in the Wasatch! Every lift, every road, every train, every tunnel that connects point A to point B destroys wildness and degrades watershed. Why are we looking to interconnected resorts in Europe as a model for our precious Wasatch? Remove the dollar signs from your eyes and take a critical look at those European interconnects, and all you'll see are lifts and ski cuts. Nothing wild is left there. Let's not repeat that mistake! All this talk of "compromise" -- the compromises were already made, long ago! Any more development in the canyons isn't compromise, it's outright theft of the precious little wildness that remains. The only real problem that needs to be addressed is transportation, and that can be solved with a bus system that actually works -- no need to spend billions on trains and tunnels that will only serve the 1%!	Salt Lake City	04/04/2015
	Thank you for the opportunity to comment on the proposed blueprint developed under the unique Mountain Accord process. I appreciate your efforts to protect our treasured resources in the Wasatch Mountains. Although I see the need to begin to start a conversation within the community on alternatives for our future in the Canyons, I am stunned by the lack of basic background technical information justifying the Accords "idealized alternatives." Although the Accord has spent resources to produce glossy handouts, the tools to understand the proposals such as the interactive maps are clumsy and lack specifics. The public meetings have been carefully orchestrated to control messaging without opportunities for the community to share ideas or ask difficult questions. Before the Accord could with a straight face call their proposal a "blueprint", much more analysis and input needs to be gathered. Moving forward with an Environmental Impact Statement process from here is premature, and I urge the Mountain Accord to study the issues more in depth, make the information available to the stakeholders and allow more public input.	Salt Lake City	04/28/2015
	Thank you to all stakeholders, reviewers, and authors who have contributed to this project. I am deeply committed to the future of the Central Wasatch and I believe that recreation, economy, transportation, and environment factors are each important. Having reviewed the blueprint, I am concerned that transportation alternatives might include heavy handed and irreversible alternatives. I believe that connecting Park City to the canyons via highway, train, or tunnel will increase use and decrease environmental integrity in the Central Wasatch. If we accept the assumptions of the Accord--specifically projections of growth--then we must also accept that environmental integrity is the most critical factor in economic strength. For the Central Wasatch to remain an economic vehicle for decades to come, infrastructure in adjacent counties must be developed to provide alternatives for visitation. Human visitation and tourism in Utah is a system, and considering a vision for the Central Wasatch in isolation from surrounding systems is short sighted. For me to be enthusiastic and supportive about the Blueprint, I need to see that transportation will be limited rather than enhanced. This is the only way to preserve economic vibrancy and environmental integrity in the long term. Nate Furman Salt Lake City Citizen	Salt Lake City	04/26/2015
	Thank you very much for all of your efforts to see that these proposals get put through to keep access to back country while allowing ski areas continue with what that have and NOT expand all over the Wasatch mountains. We need a good balance. I am an active volunteer member of the Wasatch Mountain Club and have been for the past 25 years. Enjoying not just the back country for hiking and snowshoeing, but also for the wonderful vistas that the mountain provide. Too much additional ski lifts or other development will damage this valuable resource. Thank you again, Knick	Salt Lake City	04/17/2015
	The amount of car traffic up the canyons is a big problem; it contributes to poor air quality and congestion, taking away from the canyons. More easily and affordable public transportation is ideal. In addition, we need Grizzly Gulch to be undeveloped - it is such a big trailhead for backcountry skiing, and we need this land and area to be for the people.	Salt Lake City	05/01/2015
	The backcountry touring options that exist now should be preserved; it would be tragic if resort ski area boundaries were unnecessarily expanded as part of all of this.	Salt Lake City	02/05/2015
	The best and most responsible way to benefit local skiers, the local economy, and tourists is to connect the resorts via ski lift. Turning the Wasatch into a single ski area would make the Wasatch the most exciting ski area in North America if not the world. I've skied in France, Switzerland, and most of the US, and a connected ski area would be a truly transformative attraction. The idea that as a Snowbird passholder, I could explore the entire Wasatch with a small daily upgrade fee or go have lunch in Park City from Snowbird would be incredible. Even narrow advanced connections that minimized the "takeaway" from backcountry skiers would suffice, but connections should be an essential component of any long term plan.	Salt Lake City	02/10/2015
	The blue print and its stakeholders/representatives need to take a step back and examine the big picture. Robert Manning has created land management techniques that have been utilized and tested for over 30 years and have been adopted by many Forest Service Agencies across the country. Choosing an overarching management strategy can help to align all four of the areas that the Mountain Accord is proposing to be supporting. All of the goals that are listed under each of these four areas are independently wonderful, BUT they are unfortunately too lofty, unachievable, and conflicting. An example of this is under the environment goals and is to, "protect and restore the environment." If I read this goal on its own I would consider it to be an excellent goal, but when I look at it in the context of the Wasatch Front it is a statement that cannot be backed up or achieved with all other areas of the proposal moving forward. This to me means that each area is trying to say what people want to hear but they don't have a path to get there, nor have they done any research into understanding what it would mean to restore the environment. Impacted areas, especially those as popular as Little and Big Cottonwood Canyons, experience the majority of impact within the first season of use. After this initial impact, the impacts increase but at a much slower rate. Regeneration may occur slightly in seasons when use is limited, but this is an even shorter season in these canyons because of the ski resort and backcountry use that occurs. So, without a significant reduction of visitors to the canyon or a multiple year shut down of these canyons, regeneration is not possible. I would urge the Mountain Accord to do some research, enlist unattached experts, or allow some students to assist them in the understanding of management strategies that exist and the potential benefits and continuity that this could create in the process. While Robert Manning from the University of Vermont has outlined his management techniques in multiple peer reviewed publications and books there may be a framework that is a better fit. But the ignorance that is occurring by jumping straight to the actions or the practices of the proposal create an obvious lack of cohesion and the potential for MORE conflict on an already hot topic is eminent.	Salt Lake City	03/13/2015
	The blue print appears to be well thought out, but we are dealing with the water supply for SLC, public access for seniors. I grew up skiing at ALTA. I worked for six years at Snowbird after graduating from the UofU in 1971 in a management position. The ski resorts are a business. They want more people in the canyon to support ridiculous projects like the building on Hidden Peak. Develop natural gas transportation system with wheels to accommodate traffic. Dont build a rapid transit system. Development has ruined Park City. Save both Little and Big Cottonwood from ending up like Park City Resorts. Regards	Salt Lake City	04/29/2015
	The Blue print could better meet the Mountain Accord by valuing nature, wilderness, and the environment over economic development. The Wasatch does not need to be turned into a Disneyland of the national forest. Meaning, trying to attract more visitor and expand resorts.	Salt Lake City	03/13/2015
	The Blueprint - fails to consider watershed impacts of proposed transportation and interconnect construction - should put watershed protection and preservation of the environment above economic considerations -fails to discuss what limits or constraints will be required to preserve the natural or ecological values of the Wasatch	Salt Lake City	03/16/2015

	The blueprint DOES NOT preserve the legacy of the Central Wasatch whatsoever. An interconnected Central Wasatch will forever change their character and attributes that has made them world-famous. This blueprint clearly demonstrates the strong desire of city officials, county officials, and private entities to leverage such a precious resource for their own monetary gain. A responsible plan would be focused on changing use patterns and minimizing impacts of growth. It would also propose a plan based in fact. The transportation solution appears to be complete over-kill for the current and near-future. A responsible plan would identify the trends and propose strategies to address crowds as the needs arise. Instead, this plan will exacerbate and accelerate user impacts. The proposed major transportation solution will accelerate visitation and degradation of the resource. It will increase over-crowding of the Central Wasatch, degrading user experience, watershed, and viewshed. The proposed tax-payer funded interconnection is clearly being proposed to bring in federal dollars for its construction and profits of municipalities and private interests... All at the expense of preservation.	Salt Lake City	03/02/2015
	The blueprint fails the purpose of the Mountain Accord from the leading tenet of "responsible stewardship of the natural resources." Expanding development throughout the Central Wasatch has limited upside to the environment and a large downside. The upside of improved transportation options, could easily be negated by carving holes through the Wasatch mountains and adversely affecting their watershed and ecosystem. Purchasing private lands for conservation without trading for currently public lands is a better option for protecting the existing ecosystem of the Wasatch and our watershed.	Salt Lake City	03/02/2015
	The Blueprint favors profit over preservation. There needs to be more aggressive interventions to protect the fragile mountain areas from development. The current recommendations do not go far enough to implement a "limits to growth" approach. The current recommendations also seem to minimize the factors of change that seem to be unfolding with global climate change. Therefore, many of the assumptions for managing a fragile environment seem grounded in hopes that things will not get worse rather than the incorporating the protections that are needed if predications for climate changes are within a reasonable possibility. Of particular concern is the limited commitment in the recommendations to require sustainable changes in the methods of transportation to access the canyons. There needs to be much more aggressive approaches to decreasing transportation pressures to all areas of the canyons.	Salt Lake City	04/13/2015
	The blueprint is an excellent starting point as more and more interests compete for the Central Wasatch, I only hope that the conversation stays in the hands of citizens and out of Vail Resorts, Doppelmayr, etc. NO to ONE WASATCH!!	Salt Lake City	03/02/2015
	The blueprint is based on the notion that we can simultaneously "grow" the economy, "enhance" the recreational experience, yet preserve the wilds and our water supply. IT IS NOT GOING TO HAPPEN. The first law of Disney does NOT trump the first law of thermodynamics.	Salt Lake City	04/28/2015
	The Blueprint is far too skewed towards the continued development of our ecosystems and habitats for the purposes of an unsustainable tourism and real estate industry. Though a reasonable attempt has been made to address the concerns of many difficult-to-balance ideas and interests, the Blueprint tends to favor the viewpoint that profit is the best possible use of our home landscape. Tunnels, trains, and interconnects are a very small-minded way to address our transportation issues, which just happens to make our mountains more "marketable" to visitors from other places. We should be addressing the health of our communities--human and nonhuman--here first, not the interests of tourists or out-of-state corporations that depend upon tourists. Why does everything have to be predicated on encouraging growth? The report is predicated on an assumed massive growth of our population. This is, in fact, the main problem that this process is seeking to address--more people--yet there is no mention of what we could do to discourage this growth. Perhaps the route to sustainability involves less of us, not continuing to alter this place to accommodate our "inevitable" growth.	Salt Lake City	05/02/2015
	The blueprint is impressive in many ways. It's difficult to predict how well it achieves a vibrant economy, because that is dependent on many factors in addition to the Blueprint. I worry about the light rail and bus options connecting Big and Little Cottonwood canyons and Park City. Each is a wonderful, and, to me, independent recreation area that doesn't need to be connected to another recreation area. Tunneling sounds both expensive and potentially harmful to the watershed. Bus provides more flexibility over time than light rail and allows for flexibility as the area expands and experiences economic cycles. It's difficult to anticipate the actual growth rate, as other economic factors and birthrate factors intrude.	Salt Lake City	04/23/2015
	The Blueprint is not very clear to the casual reader about what it is advocating exactly. I support above all environmental protection. Second, environmentally sound trails access for body-powered activities. Any aspect of this plan that will degrade the environment I strongly oppose. The economic idea of linking ski resorts is very likely one of these. We only have one environment. We have lots of people who have made (or who want to make) a lot of money in real estate, development, and recreation products and services, many of whom will put their own profits above the preservation of the mountains and canyons.	SALT LAKE CITY	05/01/2015
	The blueprint is well written and congratulations to everyone who worked on the blueprint. My fear, and the fear I think of a lot of us who love the back country is that ultimately too much will be given away to additional residential or commercial development and we'll lose access to more and more lands crowding the backcountry even further. So congratulations on a strong blueprint, but how do we work to ensure there is limited ski resort development and that we can keep more towers and train tunnels out of the Wasatch?	Salt Lake City	04/27/2015
	The Blueprint lays out what has been discussed at the board level. It is well designed and put together in an easy to use manner. One of the major points missing from the Blueprint is discussion of where the funding will come from. There is also information missing on the amount of backcountry skiers and hikers who use the resource away from the ski area boundaries.	Salt Lake City	03/20/2015
	The Blueprint outlines a plan which does a good job of balancing protection of natural resources while concentrating development within the resort boundaries. There is a lack of specifics about new wilderness proposals, which the Blueprint seems to accommodate by including land trades and excluding new development and ski boundary expansion into sensitive areas which are being proposed for wilderness expansion.	salt lake city	02/23/2015
	The Blueprint really just lists alternatives - many of them are poor.	Salt Lake City	04/27/2015
	The Blueprint recommends further studies. As this is the third study on the proposal, I would recommend not creating any more studies. It is time to act on the proposals at hand.	Salt Lake City	02/04/2015
	The Blueprint seems overly weighted towards the economic benefits at the expense (sacrifice) of the environmental/responsible stewardship objectives. The Blueprint seems directed to getting MORE people into the canyons for the promotion of business. There is NO need or reason to link the Cottonwood Canyons to each other or to Park City resorts. The blueprint should promote resort development at Park City Resorts and leave back country recreation and use (which has lower impact on the natural resources) in the Cottonwood Canyons (and Mill Creek and Alpine Canyons).	Salt Lake City	05/01/2015
	The bottom line is that development, once implemented is impossible to remove and restore. This is too slanted towards development rather than preservation.	Salt Lake City	05/01/2015
	The chance of having a tram from BCC to LCC is what takes away the natural surroundings, environment, and recreation. So this possibility is the biggest fault of the proposed blueprint in regards to the purpose of The Mountain Accord, especially since it's probably the worst solution for transportation.	Salt Lake City	02/24/2015
	the connection of all canyons will only increase traffic on trails and lead to further degradation of our preserved wilderness; i also enjoy cycling up the cottonwood canyons and placing mass transit on the roads will make this ride more limiting and interfere with the enjoyment of the ride; i do NOT support mountain accord!	Salt Lake City	05/01/2015
	The economic viability of our recreational opportunities in Big and Little CW Canyon is tied to the ability to move people to and from the resort/recreation areas. Much thought needs to be given to the fact that traffic and parking are a problem because the transit system is not adequate and is a miserable experience. For instance, if I want to take the bus to Alta, which costs less and is more environmentally friendly, it not only takes 2-3 times the amount of time to get there, it is a physically miserable experience (tight spaces, poor ventilation, uncomfortable ride, etc.). I would rather pay more and arrive at my destination feeling ready to recreate. Advice: Make the experience pleasant and the problem solves itself!	Salt Lake City	03/10/2015
	The general format of the mountain accord is setup well. Considering the ideals of Recreation, Economy, Transportation and Environment covers the major areas of interest pretty well. However, the overall blueprint is still heavily weighted toward the economy. It's as if this proposal was submitted by wealthy people in Park City who want an easier way to get to the cottonwood canyons. In fact, that's exactly what this proposal is all about. In this day and age we should be putting more emphasis on the environment and over-indexing in our efforts to preserve our natural spaces. Without it, the economy, recreation and transportation fail. I am all in favor of better public transportation for the cottonwood canyons and for parley's canyon. I believe we should have a train that runs up all three canyons. I don't think people should be allowed to drive up the cottonwood canyons. I am all in favor of preserving more land and not selling public land to private corporations. I do not think we need to expand our recreation opportunities by building more chairlifts, tunnels or roads. The access in Utah is unheard of. The economy is continuing to grow in Utah, and it's not because of recreation.	SALT LAKE CITY	02/10/2015
	The health of the mountain ecosystem and the importance of watershed should always be the most important area of discussion. Commerce and profit, for once, needs to be put aside. This is an issue of great importance to future residence of this area.	Salt Lake City	04/26/2015
	The highest interest served in this whole process is and should be PRESERVATION of as much property and land in the Tri Canyon area as possible. Economic, travel, resort and private interests pale in comparison to the preservation standard. Proposals for a rail line up Little Cottonwood Canyon, and Lift expansion connecting the resorts and Park City, should be scrapped. No need for further study or expense of these issues. Parties that push such proposals - if they are on the board or executive committee - should stand down and no longer serve. The money involved in this process, payments to Layne, are shocking. The proposed costs for a rail line up the canyons, shocking also, and certainly not in the public interest. Who is going to stand up for nature in this process. Everything else takes a back door. More wilderness needed, and a greater reverence for preservation amongst all of the parties. Vail, Snowbird, Alta don't own the canyons and they own the politicians or UTA or Hatch or Lee, that would push for Federal Appropriations. What is owned is the collective canyon ecosystem by the citizenry of both sides of the Wasatch. It's a crown jewel and all the scenarios to further carve it up, cut the walls of the canyons and launch lift towers over ridgelines, are an abomination. They not necessary, there is no overriding public demand, and they are not in the overall public interest. Salt Lake County, Salt Lake City, should put an immediate stop to the gargantuan plans re rail and lifts and scale back proposals, seeking first to preserve as much land as possible. I'm disappointed in the charlatan leaders that speak of their love of recreation and then in the next breath laud the ideal of more lifts and rail lines in the canyons. A false connection to nature and to what's sacred. Please, scale back the proposals, and push for preservation, more than anything. Else. Thank you SLeewis, SLC UT	Salt Lake City	04/30/2015
	The idea of connecting the canyons with a mountain pass from the Park City area to the Big Big Cottonwood canyon area is not a good idea. If this is allowed, development of these now not quite unspoiled areas will be developed and destroy the natural essence of this beautiful area which is a terrible idea. As for a train up Big or Little Cottonwood canyons I think this is a terrible idea, too. More express bus service is a great idea, however, to reduce automobiles in the canyons. And yes, I personally would use the express bus service.	Salt Lake City	04/30/2015
	The importance of protecting the watershed which provides drinking water must be of utmost importance not slighted for "economic" gains. Really crowded days at ski resorts aren't that numerous and shouldn't be the driver of overblown "cool" transit plans damaging to the canyons and the environment. Transportation is a problem but not as HUGE as it is being made out to be and rarely rather than all the time.	Salt Lake City	05/02/2015
	The main purpose should be preservation of the Wasatch Mountain's greatest asset: pristine vistas and the enjoyment of those in as much a natural way as possible (in my opinion, therefore, less roads, tunnels, buses, trains, and more trails for bikes and hikes, snowshoes and skis). Less development is a laudable goal. I want my kids and grandkids to enjoy these mountains as I have, without witnessing destruction of the wilderness by the building of homes, parking lots, hotels, and other developments. Our mountain landscape, and unique quality of proximity of our wilderness in Salt Lake City needs to be preserved in order to continue to market it as a wilderness!	Salt Lake City	04/26/2015
	The major failure of the Blueprint with respect to the Mountain Accord Charter is a failure to designate priorities. Protection and conservation of the environment should have been designated the number one purpose, with all other purposes designated secondary. By describing all the purposes as equivalent, the Blueprint creates a framework for possible environmental degradation, as long as other purposes are met. In addition, the Blueprint should include an explicit statement that all participants and stakeholders are relying on the fact that public lands in the Wasatch will remain public lands, never to be transferred to state control. I would suggest a "savings" provision that provides that if an when NFS lands in Utah are transferred out of state control, that the NFS lands in the Central Wasatch would not be included, and if included, would be transferred to control of a "trustee" of some kind obligated to carry out the Mountain Accord plan	Salt Lake City	04/02/2015
	The most important part of this project is improving transit, as this affects the other categories so strongly as well. I appreciate the stance of the mountain accord in being proactive in smart development, and I think the transit thing has to be done right. I think the light rail is a great idea, but why only LCC and not BCC? I've been a local for 2 seasons in the Wasatch now, and feel very strongly about fixing the traffic jams up the canyons. I don't understand the jaded local view point of "leave our canyons alone, there's so little left!"	Salt Lake City	02/05/2015
	The mountain accord blueprint frames the interrelated, and sometimes competing goals, well. The identified next steps for environmental stewardship and recreation are solid. But much of the economy and transportation blueprint seems shortsighted or unrealistic with respect to cost and overall benefit. The central Wasatch is a community sustaining gem in many ways. Ski and other outdoor tourism is important but that value pales in comparison to the importance of water resources and recreation to residents and broader business climate and quality of life.	Salt Lake City	05/01/2015

	The Mountain Accord outcome I would like to see would focus on conservation of the land, Protecting our watershed and changes that would amount to a net reduction of development in the Central Wasatch. Land swaps that would concentrate development at the base of resorts in trade for minimizing private land in the backcountry seem to make sense both economically and environmentally. A Shuttle system involving buses or vans would be able to meet the varied recreational needs in the canyons. Trains are not conducive to multiple trailhead stops and are not as flexible as buses or vans for changing needs both over time and season. Plus the environmental cost of building rail in the canyon seems overwhelming for such small area. I don't support further connectivity for the resorts. There is no good way for this to be accomplished and the benefit would have nothing to do with those of us who live here. It is all for marketing a declining industry. I would also favor fees such as we have in Millcreek Canyon. It makes sense that those that use the canyons for recreation should help in the maintenance of those facilities that we enjoy. Money collected should be earmarked for improvement and maintenance of those canyons.	Salt Lake City	04/27/2015
	The Mountain Accord Process is important because Our Mountains have an amazing value to the community and need to be preserved. If other plans are brought forth, our only chance at keeping one of the most beautiful recreational areas safe will be put at risk, and NO ONE should want that.	Salt Lake City	04/30/2015
	the mountain are for all people to used, we all need to take care but not have big brother look over it for us.	Salt Lake City	05/01/2015
	The mountain transit proposal seems reckless. I don't want a light rail, trains, or tunnels in nature. It will forever scar the canyons. The point of nature is that there is a little bit of sacrifice in experiencing it - I like the peace and solitude in the mountains. It should be more remote than a city. That's why it is designated as wilderness. Please try circulator buses that stop more often (at trailheads, resorts, campgrounds, etc) and see if they are utilized before investing millions in a train that will be devastating to the environment.	Salt Lake City	05/01/2015
	The Mt Accord is trying to provide openness and transparency by having the community meetings. I attended one of the meeting and it was a total farce. It was a very controlled meeting and they only read the screened questions which they liked or were easy to answer. The one controversial questions was responded with "I don't know". We have the big executive committee made up of Cities, UDOT, UTA, ski resorts, politicians, etc. With the exception of Save our Canyons everybody will benefit financially with this proposal. There is also the saying of following the money. So it looks like these ideas will be jammed down the throats of the taxpaying citizens. I suggest any idea you want to implement it should be voted on, because the taxpayer will be subsidizing these private entities.	Salt lake city	03/11/2015
	The notion that any sort of transportation system from Park City to Brighton will IMPROVE transportation challenges or environmental impact in the canyons is a pipe dream. I am 100% in agreement that current traffic patterns and environmental impacts of transportation need to be addressed, and that it will be difficult. But the "pool" of users from the Wasatch back is almost irrelevant in this. A) they are minimal. B) for the sake of argument, they already drive around via I-80, which has an environmental impact. But it will only be increased if SL County folks drive UP I-80 to access the new transportation system, and C) it doesn't deal with the actual problem, which has nothing to do with users on the wasatch back, and that it that the canyons cannot support the EXISTING pool of users coming from the valley. Building a new "in road" into the canyons will only increase the number of users in the canyon on a given day, thereby increasing waste, etc. PLEASE DO NOT ADD A TUNNEL OR ARIEL INTO THE CANYONS FROM THE WASATCH BACK.	Salt Lake City	04/30/2015
	The online "Mountain Accord" was illegible because it could not be expanded for reading. The web site was also unavailable. If this was an attempt at communication, it failed. I am also concerned by ski area land grabs, particularly below Great Western. Brighton Ski Resort has historically done a poor job of land management, allowing erosion to gut the runs and trash to accumulate year by year. Why should they be allowed to expand further until they clean up their act? I hope planners bent on maximizing development in the Wasatch will, at some point, remember that WATER is the most valuable resource that the mountains can offer. If you screw that up, nothing else really matters.	Salt Lake City	02/07/2015
	The only thing I see from the blueprint is even more people in our canyons. Then in 20 years we will want more access to the resorts again. Then what? Do the resorts go to the Forest Service and request more land to stick their lifts on? It has to stop. Making more parking and ways of getting up the resorts is just feeding a pig. Has anyone thought about just limiting access to the resorts? I know people want access to the canyons and backcountry in general, but why not limit access to the resorts? I guess you just follow the money and not the interests of the locals who spend more than just a few winter months up in the canyons.	Salt Lake City	03/12/2015
	The part I am most unsure of is the idea of a rail line up Little Cottonwood Canyon and through a tunnel to Park City. How much impact will that have on the canyon? I was very opposed to Snowbird's plans for some sort of roller coaster over the road. Our canyons should not be turned into amusement parks. They should not be turned into train systems either. However, I trust the recommendations of Save Our Canyons, so perhaps this is the best compromise for all parties. I guess I'm having a hard time envisioning rail transit up the Little Cottonwood Canyon. I am very interested in a central governmental organization for administering the central Wasatch, something that will prevent the canyons from being torn up by private interests. The Mountain Accord seems to be a good start towards that. Thanks for all this work and for thinking ahead. In general, I am in favor of this plan.	Salt Lake City	04/20/2015
	The plan should look more seriously at Zion style buses in LLC in the winter before looking at the more expensive, "pie in the sky" engineering projects. It will be important to preserve backcountry access for this though.	Salt Lake City	05/02/2015
	The policy going forward should be NO NEW DEVELOPMENT OF PUBLIC LAND. The strain/strain on our small natural resources is already reaching a breaking point with four large resorts in two small canyons. With the impending growth in along the Wasatch Front we should be working to preserve more and more land and resources instead of bargaining it away to the ski resorts. Their skier numbers are down and I think the logical next step is to discuss ski resort reduction rather than expansion to match their demand. With the fastest growing segment of skiing being in the backcountry, shouldn't we work harder to protect it?	salt lake city	05/01/2015
	The primary focus should be preserving what is left of the Wasatch rather than developing it for the ski industry's grandiose One Wasatch dream. To that end, moving people up the canyons is important and can be solved by much improved bus service but not by installing a frightfully expensive and destructive train system. Alta is NOT Zermatt and nor will it ever be. Likewise, there is no need to create the artificial requirement of linking resorts via a tunnel system. In my 20+ years of resort skiing I either went up one canyon or the other (or, on very rare occasions, up Parleys to the Wasatch Back resorts). Never did I have a desire to ski Alta and then pop over to Solitude for a few runs. That is a marketing dream (and a local's nightmare).	Salt Lake City	04/16/2015
	The priorities seem to be geared toward skiing and tourism, not wilderness preservation. More frequent buses, perhaps shuttle buses, seem a better option than construction of a train line.	Salt Lake City	05/01/2015
	The proposal could be acceptable without the transit option of connecting Big Cottonwood, or Little Cottonwood, etc (although I didn't see other canyons in the plan - I may have missed them) with Park City or the Park City area. I think that this is a horrid idea and would destroy so much. I think that the only ones who would benefit from this would be the ski resorts. I don't blame the resorts for wanting to improve their business prospects but that should not happen at the expense of the canyons. The expense for this should not be carried by any tax or government help, if it does happen. I think improved public transportation in the canyons would be great. Express buses from downtown hotels and various gathering places to ski resorts should help as would better public transportation in general. Additionally, we should consider the unpredictable weather/snow that we have and will continue to have. Will those resorts be able to stay in business without decent snow? Perhaps they want to increase their business options, but once again, they should do that at their own expense.	Salt Lake City	03/25/2015
	The proposal does achieve a transportation link between Big and Little Cottonwood Canyon. Then the big question of what transportation means to get up Big and Little Cottonwood. And ultimately would this connect over to Park City. I would propose Gondolas and or Trams and Bus systems as the costs would be more reasonable and provide spectacular scenery which you wouldn't get in train ride. A train to Park City seems to be the most logical connection from the SLC Airport	Salt Lake City	03/01/2015
	The proposal to move forward with either a tunnel connecting the Cottonwood Canyons to Park City or a gondola both seem a little absurd and undermine the notion of environmental protection. It seems like a purely economical move in terms of consolidating resorts and limiting backcountry access (Val Resorts expanding from two resorts in Park City into a third in BCC). A much easier way to increase tourism revenue in Utah would be to change the liquor laws as opposed to drilling a hole through a mountain or building a gondola.	salt lake city	04/30/2015
	The proposed blueprint is a runaway proposal for developers. It spells out BILLIONS in public spending that only benefits a few of the developers. This blueprint fails completely to protect the watershed, nature health of the Wasatch Front. The board is "stacked" with developers, and represents very few who actually care about the Wasatch. Since when has Big Cottonwood Canyon been closed for more than a few hours? The argument that we need "Escape" routes to evacuate the canyon is a specious argument at best. The argument about "fair quality" is flatly false. I look to the 8,000 new drivers every year on the roads in Salt Lake County, and nothing you do to limit the traffic in the canyons will alter the pollution in Salt Lake Valley. A "TRAIN" you have got to be kidding... right now the public has to subsidize TRAX at the tune of \$72/per person/per ride...!!! UTA is a bloated bureaucracy (the director makes over \$500,000 per year and hundreds of UTA employees make well above \$250,000/year... we need less TRAX, and much smaller UTA salaries before I could ever support a train... Land swap... come on. This is only about making an industry that is less than 1% of the Utah economy rich. Dump the Billions into better schools (the US now ranks last in the industrialized world in MATH and SCIENCE)... maybe dumb voters are the reason this blueprint is even being considered.... I am now convinced that the Mountain Accord is a thinly veiled guise for a publicly funded amusement park called the Wasatch Front.....	Salt Lake City	02/24/2015
	The proposed Blueprint is extremely vague and I did not find it helpful. It sounds nice to have all the stakeholders involved, but the devil is in the details. I fear that the survey results will be mis-used because of the vague questions. I prefer human powered recreation and thus would push for as much land as possible to be in the public domain, and would oppose expansion of ski areas. Likewise I am a proponent of public transit as long as the system is designed well. Anything we can do to minimize carbon emissions is a good thing and will benefit everyone, including the ski areas. While some of the warmth from this season is due to natural variability, some of it is also due to climate change and it points to large future impacts on ski areas. How will the ski areas propose to stay in business in 50 years when the ski season is dramatically shorter or non-existent? (CCSM model projections of springtime snow depth in North America under RCP8.5: <a href="https://www.youtube.com/watch?v=8L00AYHqY">https://www.youtube.com/watch?v=8L00AYHqY</a> )	Salt Lake City	03/17/2015
	The proposed transit system looks like a quilt of political influence. Trains here, buses there, ski lifts over yonder. The Mountain Accord is on the correct track they need to take the concept further and make a few people mad as opposed to the current hodgepodge proposal trying to keep everyone somewhat satisfied.	Salt Lake City	02/05/2015
	The purpose of the mountain accord is to provide a framework for achieving "responsible stewardship of the natural resources" and "quality recreation experiences." In order to better achieve both of these goals, the Mountain Accord should provide a framework for responsibly and fairly ending the very heavy mineral extraction activities currently taking place in Parley's Canyon and the mouth of Big Cottonwood Canyon. Both of these gravel mines extract an extremely heavy toll on the environment, creating visual and air pollution, permanently altering the landscapes of our canyons, increase traffic on our mountain highways, and take up invaluable space that could be used from scenic, recreational, and transportation purposes. The Blueprint for the Mountain Accord should provide a means whereby both of these gravel pits can be acquired as public property and rehabilitated in a way that can be enjoyed and used by all members of the public. Clearly, these gravel pits are parcels of private lands operated by private owners, and they must be fairly compensated if their land was acquired. But gravel mining is wholly inappropriate in the beautiful, vital, and environmentally sensitive area of the central Wasatch. The Mountain Accord should provide alternatives where the public could acquire these lands, either through sale of the lands on the open market, or through eminent domain.	Salt Lake City	02/04/2015
	The purpose of this email is to give you my general comments re the proposed plan: 1. I am not in favor of any public-private land swaps unless the parcels received by the public entities are placed in wilderness designation so that they are totally protected from development. 2. I think the idea of a tunnel is a bad idea and under no circumstances should any tunnels be paid, in whole or in part, with public funds. 3. The idea of improved public transport (whether bus or rail) is worth exploring further so long as any resulting transportation is frequent and free or has only a nominal charge to stimulate use and there are mandatory limits on auto traffic up Big and Little Cottonwood Canyons and the private development does not increase auto travel or auto parking in the canyons.	Salt Lake City	03/18/2015
	The purposes are inconsistent so to ask how the blue print achieves the purposes is to ask what purposes you value most. I prefer preservation to economic development or to recreational experience opportunities with the belief that a higher quality experience should be preserved at the cost of convenience and development.	salt lake city	04/30/2015
	The stated purpose of the Mountain Accord is to "preserve the legacy of the Central Wasatch Mountains." This is a highly laudable goal, because this mountain range is priceless. To preserve the legacy of the Central Wasatch Mountains, you preserve what is left of the Central Wasatch Mountains. I rate the Accord very poorly because its actual purpose is to "preserve the legacy of the Central Wasatch Mountain Ski Industry." Only the promotion of the ski industry makes any sense for boring holes through mountains, building railroads up canyon floors, and expanding resort development. Resorts and developers may be the loudest and most influential voice at the Mountain Accord table, but they represent a trivial fraction of people who value and treasure these mountains. So please...remember what legacy you say you are preserving, and represent the real constituency of the Central Wasatch Mountains. Please don't trade the Mountains for anything. It's a bad deal.	Salt Lake City	02/10/2015
	The train and tunnels concept for transportation is ridiculous and is the worst possible approach to canyon transportation; it is the most expensive, most environmentally damaging, least flexible, would take the longest to put into service, and will do the least to reduce the number of cars driving up the canyons.	Salt Lake City	05/01/2015
	The Transportation Alternatives should favor cost effective solutions (e.g. bus rapid transit) over high capital outlay solutions (e.g. light rail).	Salt Lake City	02/25/2015

	The transportation plan involving the cottonwood canyons and possibly the park city area is the critical decision. Right now there are too many possibilities included and that makes your blueprint very hard to judge. I hope the environmental impact statements of each proposal are conducted in a fair and judicious manner and that the public will be able to see all impacts and have the ability to weigh in on the plan to be selected. Also we are going to continue to see poor winters like this one due to global warming. Has that been factored into the planning? If anybody on this Accord is in denial about global warming that should be grounds to remove them from the process. It simply isn't up for debate anymore regardless of what a lot of folks think. I applaud the Accord's goals of meeting these 4 criteria but I believe it will be hard to balance and deference should be made to protecting natural resources and the natural environment. I would only be in favor of a proposed improvement for economic, transportation, and recreation interests only if it also at the same time improves the natural environment within a reasonable timeframe. The birds, the bees, and the trees are more important than some new condos or making it a little easier for an out of towners to have the "perfect" ski vacation.	Salt Lake City	03/26/2015
	The Wasatch mountains are an incredible source of beauty, nature, and recreation right at the backdoor of everyone living in the surrounding area. Whether you hike, ski, bike, or just look up at the mountain from the valley, everything possible should be done to preserve and keep these mountains pristine.	Salt Lake City	05/01/2015
	There are positives and negatives so it is hard to give an overall rating, but the expansion of ski areas and installation of aerial trams over the Wasatch is a big negative that affects my evaluation of Environmentally sustainable Transit, Quality Recreation Experience, and Responsible Stewardship of Natural Resources.	Salt Lake City	02/04/2015
	There is a lot of pressure to build a Little Cott. - Park City corridor which I am not in favor of. Also, no more expansion of Solitude into Silver Fork or Alta into Grizzly Gulch. User fees seem practical and we need more efficient express buses	Salt Lake City	02/06/2015
	There is a need to understand ridership numbers for public transportation up the canyon. Besides a persons moral/environmental conscience, what incentives will there be to take transit over personal vehicles?	Salt Lake City	04/30/2015
	There is not enough details to decide what changes would be appropriate. Most citizens are not going to have the time to review details, but depend on other organizations to look out for the public interest. My biggest concern is that what I'll call the "money interest" views the resources in Utah as nothing more than something to make a profit from. They must be put in check by governments and environmental organizations. I do like that there is an attempt to bring all stakeholders together to come up with an agreement rather than lawsuits. Thanks.	Salt Lake City	03/15/2015
	There is something special about the action required to get yourself up to the mountains. The people who arrive at the top of one of the canyons have come for a purpose and have taken time to plan and figure out how they are going to make it work. No matter how simple that planning might be they had to think about it. Your transportation system changes that. I am very much for reducing the amount of cars up and down the canyons. However, connecting all the mountains through tunnels and contrived interventions goes completely against the intent of your goals. Use what you have, don't create more; More is not responsible stewardship, environmentally thoughtful, or providing a better recreational experience. It seems more like a bid at "look at the cool thing we created here in Utah." It will take away the little bit of sacred that is left in the Wasatch!!!	salt lake city	02/06/2015
	There needs to be further development to connect the Canyons/Park City Mountain Resort ski areas or the Deer Valley/Solitude ski area. No development or opening of roads or trails should be built across land where it does not exist today. No public lands should become private.	Salt Lake City	05/01/2015
	There should be no more expansion of any of the ski resorts and base facilities. Shuttle buses would be fine if people are allowed to drive early in the morning for long hikes. Skiing has a poor future due to climate change and expense. This proposal seems more like corporate welfare to the ski industry. The Wasatch is for everyone, not just the wealthy. Please no more development in the Cottonwood canyons. I could care less what happens to Park City. It is already ruined.	Salt Lake City	02/08/2015
	This appears to be understudied and rushed. We need good facts before doing something expensive and permanent. Little Cottonwood Canyon is unlike any place on earth. Lets not rush this!	Salt Lake City	04/29/2015
	This is a disaster for our environment. The whole valleys culinary water is being risked for the sake of commercial profit. The taxpayer dollars going towards funding this may or may not pay out in the future, but our backcountry will be lost forever. We don't need more corporate land grabs. Keep our backcountry open to the community who actually lives here. I can't believe this is even a proposal. Insanity. Corporate greed raping our landscapes at its worst.	Salt Lake City	03/25/2015
	This is a terrible idea. This blueprint is written to try and not step on anyone's toes and say all the right things. You can clearly see this is not what will actually happen. This is a money making scheme for the resorts as well as for the state to boost tourism and commerce. It is being done for the wrong reasons and will ruin the reason I moved to Utah which is the incredible mountains. There is a reason skink has already failed!	Salt lake city	02/05/2015
	This is an effort by a limited number of well placed corrupt individuals in government and industry to exploit the wasatch for PERSONAL gain and enrichment. It has nothing to do with all the fluff they are trying to sell. It all comes down to Money for these greedy individuals who if they had their way would sell their mothers for a dollar.	Salt lake city	03/15/2015
	This is my second comment on the Mountain Accord and these comments are specifically directed at the proposed Alta land swap. "The Mountain Accord as written includes a mountain lands owned by the Alta Ski Lift Company, mostly in the Emery area, will be exchanged for Forest Service lands in the Alta base area. There are several significant problems with this. "The swap may include all the public parking in Alta. If the deal goes through all users of the surrounding National Forest Land would be required to park on land and in lots owned by a private owner. It is not a stretch to imagine that before long this parking could either be restricted (in winter to those purchasing Alta lift tickets for example) and/or require a parking payment, summer and winter, to park and access the surrounding public lands. It is a really bad idea to limit public access to public lands which could be a consequence of the land swap as currently drafted. "The swap sets the stage for the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb. For that matter the private owner would be in a position to charge a "viewing fee" for those who just want to be up in Alta to soak up the scenery. "The exchange would open up significant parts of the Alta base for further development. The various consultants involved in the project believe that land is not useful unless it holds a town square, retail areas, food and other concessions, and even office space. They do not understand that visitors to Alta are not there to shop or for robust night life. They are there specifically because Alta is not cluttered with those things. This is evident most every weekend in the summer. The parking lots are full but the one restaurant that is open in the summers almost always has seats available. But the trails are busy. In the summer visitors to Alta are there to enjoy the wonderful outdoor environment with their friends and family. They are not there to shop and eat. "The consultants and the moneyed interests pushing the vision of development in the Alta base area have no idea what we value in Alta. They presume that we as users wish there were more shopping, dining and man-made recreation opportunities (one design envisioned by the consultants includes an indoor ice rink). We need to speak out loudly and often to ensure that the committees drafting this plan, and our local, state and national legislators, know that we actually like Alta the way it is: relatively undeveloped with public lands and public access for all. "The Alta Lift Company, at public hearings, has insisted that they have no intention of limiting user access - that the land and access is open to all. Yet this has not been their record - ask the homeowners in Albion Basin who used to be able to access their cabins via a dedicated snow cat road at any time of day or night and now have had that access limited by the lift company to early morning and evening hours. "The land swap would make Alta a private town. Owned by a private owner. With orphan businesses stuck within and dependent on the private owner for access and survival. Do we really want to have the town of Alta? "The Grizzly area (Twin Lakes Pass around to Emery) where Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to eventually develop lifts in the area. While this would be a loss to the thousands of hikers, runners and backcountry ski and snowshoers who use the area it would also have the effect of turning Silver Fork into difficult to access backcountry at best and Alta Ski Lift sidecountry at worst. The plan does not address this issue; it says the Grizzly area is still under negotiation. "The land swap would increase the value of Alta Ski Lift Company dramatically and make them far more attractive to an acquirer like Vail Resorts substantially increasing the probability such a change of ownership would happen. An acquirer like Vail would not hesitate to develop the property as fully as possible as that is their business model. While I certainly cannot fault the Alta Lift Company for working to make the land swap a reality I do not think it is appropriate for the Forest Service to trade away a low value steep pitched mountain slope asset for the developable land at the Alta Base. Nor do I think it appropriate for the Forest Service to, with a penstroke, irrevocably alter the Alta that the Alta Town Office, Friends of Alta, and thousands of friends and admirers of Alta have fought for decades to protect. "Note that the plan for the area includes building avalanche snow fences in all of the significant slide paths above town. This would likely eliminate the building restrictions currently in place due to the danger of these slide paths and open up the entire Alta base area to commercial development. "There is a middle ground. Currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undevelopable parcels up on the mountainside. Perhaps a land buffer around	Salt Lake City	03/11/2015
	This is no accord at all. The proposed developments would spell the death of backcountry skiing in the Wasatch and would usher in a new era of big-money development and environmental degradation. The current transportation system in the Cottonwood Canyons limits traffic to the resorts - a desirable outcome so as to limit the human impact on the environment and to ensure the canyons are not transformed into a theme-park-style zoo of people and commercial interests. As a long-time backcountry skier and hiker in the Wasatch, I'm saddened and worried about these plans, and I hope the interests of a few wealthy developers will no be able to squander taxpayer dollars on their profit-driven projects.	Salt Lake City	02/28/2015
	This is worse than anything else that has been thought of to date. Leave well enough alone. Keep the backcountry pristine.	SALT LAKE CITY	02/05/2015
	This money is a complete waste and there are numerous other projects that could use these funds that benefit Utah's citizens. This would absolutely affect the environment in a negative way while only somewhat helping a small group of people that ski at these resorts.	Salt Lake City	02/12/2015
	This plan describes far too much development. I enjoy using the existing services in the canyons and Park City but I see a plan here that allows for unprecedented development in the Wasatch with little-to-no protection of our resources. The services described take too much out of the hands of the public and put it under control of the government and private owners.	Salt Lake City	05/02/2015
	To preserve the legacy of the central Wasatch means to preserve the Wasatch as it is. Development, more transit, degrading the waterways, and packing more people into the Wasatch cannot "preserve the legacy of the central Wasatch." The blueprint is hard to interpret as a specific plan, especially because it is necessary to refer to all of the supporting documents. Are the "Private Lands to Secure for Protection" in the blueprint getting the same recommendation or support for Wilderness status as the "Private Lands Under Consideration to become Public" in the Cottonwood Canyons Scenario? Is that, environmentally, the correct understanding? That these lands will be recommended for Wilderness designation?	Salt Lake City	02/24/2015
	Trails are an important part of life on both sides of the Wasatch. We need more trail funding, more robust planning, and a commitment to getting people to trailheads where they can have a quality trail experience outside the sensitive trio-canyons area of the Central Wasatch.	Salt Lake City	04/30/2015
	Transit up the canyons at the moment is completely fine. Buses work and so do cars. Instead of promoting a different form of transportation promote car pooling and safe driving.	Salt Lake City	05/01/2015
	transportation- The blueprint proposes Exorbitantly expensive proposals for solutions, in the case of tunnels connecting LCC and BCC to PC, unnecessarily. I worked at Snowbird for over 20 years, and didn't see any use or need to be connected to PC, all this interconnect is marketing schemes. Not something skiers/tourists really need. ANY polis showing it favorable is STILL just marketing HYPE, which is all fine to talk about, has been talked about for nearly 40 years. But when you talk about spending a BILLION \$ to dig tunnels, NO as a long time skier in LCC, skiers have always talked about a rail system up LCC, but it has always been a dream because of \$\$\$\$\$\$\$\$\$\$ and all the talk of Buses, rails, tunnels, as in all public transportation, they are underutilized because Americans don't want to get out their cars.	Salt Lake City	04/30/2015
	Tunnels and trains in the canyons is not a reasonable transportation option. Use fees would likely control traffic as effectively without the environmental disruption. Electronic readers like in HOV lanes or tollbooths all over the East Coast would keep traffic flowing while limiting use.	Salt Lake City	05/01/2015
	We certainly need a long range plan for the Wasatch. We are so lucky to be able to recreate in such a special place so close to Salt Lake City. I like that the plan tries to balance so many needs and desires: water quality, air quality, a trail system, public transportation, etc. What is not addressed is a complete end to ski area expansion once a resolution is reached. Ski areas are insatiable in their quest for never ending expansion. What worries me is that there is quite a bit of private land available in the Big and Little...these holdings are wild cards and it makes me reluctant to trade off public land without an idea of the possibility of development on those private holdings.	Salt Lake City	03/16/2015
	We DO NOT NEED a tunnel (or ANY access) from Little to Big Cottonwood - it would be environmentally irresponsible and benefit only a few	SALT LAKE CITY	02/05/2015
	We don't need this, the mountains are already crowded and can't handle more development. Start a new development in another area with private land and more space. Why ruin what you have?	Salt Lake City	02/05/2015
	We love the "wild" Grizzly Gulch and are concerned that it and other areas will not be so wild as recreation-for-profit attempts to capture these spaces. I do not see how ski expansion serves the purposes of the people. The NATURAL wonders of Utah will foster tourist dollars, not more development. I am all for mass transit, but any rail system in our narrow, water cut canyons would be outrageous... Any thinking person could see that if they walked or biked the canyon. The only rail would work would be if auto traffic was discontinued. We have a HUGE responsibility to preserve wild places. That won't be done through compromise, but through appropriate sacrifices of personal preferences and possible financial gain.	Salt Lake City	04/23/2015
	We must do all that is possible to preserve and protect what is left of our fragile wildlife and their environments, and for generations to come. This means quickly securing our delicate lands, and the non-human inhabitants who make their home there, from the damage of human intrusion, before it's too late! We lose our wild lands, we lose our humanity along with it.	Salt Lake City	02/05/2015
	We need to ensure that the transit system that is proposed has little or no impact on the canyons. That will be tough to sell to a lot of people.	Salt Lake City	05/01/2015
	We need to see cost versus benefit analysis.	Salt Lake City	02/21/2015
	Well..... I disagree with the focus on transport systems and economic growth. Please manage for wilderness and preserving the existing use and property owners like me.	Salt lake city	04/29/2015

	<p>When the Mountain Accord process was initially proposed I was enthusiastic and optimistic. I fell in love with the Cottonwood Canyons in the early eighties and the affair remains strong. Yet over the last three decades I have seen the impact of a dramatic increase in users despite the efforts of the Forest Service, Town of Alta, Friends of Alta and many others to mitigate said impact. Clearly something needs to be done. My comments address the following: Overview - the unique nature of the three primary core Wasatch areas of Park City, Big Cottonwood Canyon, Little Cottonwood Canyon. Transportation in the Canyons - Transfer of Private Lands to Public Entities - Transfer of Public Lands to Private Entities - Water Issues - Cost. Overview - The three main areas (PC, BCC, LCC) of the core Wasatch each have unique characteristics that offer both locals and visitors distinct and special experiences. We are not Europe nor should we try to be. We are Utah; let's celebrate and preserve the special characteristics of each of the three areas. The mountain accord as proposed would destroy the individual character of each of the three areas; the combination of ready access via rail line and increased developable space in the base areas would create a much more homogenous experience across the zones. Additionally it appears to me that what began as a transportation plan has been hijacked by development interests as a real estate development plan. I am in favor of a sensible transportation plan. I am opposed to a plan that opens the door for significant additional development in the Cottonwood Canyons and has the additional unfortunate consequence of diluting the unique experience offered by each zone. Transportation in the Canyon - A rail interconnect is a bad idea. As described above it will result in a much more homogenous experience across the three areas. It also would take a long time to come to fruition and would be extremely expensive. Fortunately there are better solutions. Note again that a rail interconnect is extremely expensive. The cost is measured in billions of dollars and it will likely take decades to plan, approve and build. The problem exists now and needs to be resolved. Adding a dedicated bus lane in LCC would cost millions not billions and could be completed in years, not decades. (Note: A billion is one thousand times greater than a million. This dramatically lower price tag should appeal to our congressional delegation that claims to be fiscally conservative). Transfer of Private Lands to Public Entities - The idea of preserving lands from future development is appealing. It would be a relief to be assured that the Grizzly Gulch Area and the Emma through Flagstaff Ridge in LCC would be safe from development pressures in perpetuity. Unfortunately transferring private lands to public entities would not create this assurance. Large parts of the existing ski terrain in the Cottonwood Canyons is on permitted public land. The political pressure to develop these areas would not cease as a result of the mountain accord and future Utah congressional delegations will likely find themselves pressured by the existing resorts and other developers to open up these public lands to additional development. The only way to assure these lands remain safe from development pressures is to have title in the properties pass to a not for profit entity like the Utah Land Trust. Otherwise the transfer will be a development delaying tactic and nothing more. Transfer of Public Lands to Private Entities - Alta has retained its unique character over the past several decades through the dedicated efforts of the Alta town office, Friends of Alta, and the broad community of people who have come to love Alta for its relatively wild and undeveloped nature. Yet much is changing. We have seen Vail resorts take control of the Canyons ski area and take ownership of Park City Ski Area. We have seen Deer Valley acquire Solitude, Vail, along with other ski area operators, has figured out the formula to dramatically enhance shareholder returns by creating comprehensive base areas with a full range of services including lodging, dining, shopping and entertainment. The land swap as envisioned which would pass title of much of the land in the Alta base area to the Alta Ski Lift company would be an economic bonanza for the shareholders of the Alta Ski Lift company. It would also make the Alta lift company far more valuable to an acquirer like Vail Resorts who need developable land in the base area to build it out according to their model. This would come at the expense of the broad public who owns the area, through governmental entities, right now. I have no idea what the Alta Ski Lift company plans to do and count many of the individuals managing the resort as friends. However I do not think it is appropriate to provide an economic bonanza to a private entity at taxpayers expense. Additionally such a transfer would allow development space at the Alta base for development and acceleration of the homogenization of the three core Wasatch areas which I oppose. Water Issues - I am not sure what the political process was that resulted in</p>	Salt Lake City	03/07/2015
	<p>Where you mention transit systems...is that including interconnect and ski lifts? This section is vague and doesn't identify what those alternatives are. I am strongly opposed to interconnect and additional ski lifts and/or gondolas. However, I think a train, rail system or increased bus usage to and from the canyon areas is warranted to decrease traffic, allow for growth and to prevent the environment from being destroyed. Interconnect is TOO much. Our mountain range is far too small to house such massive expansion of ski lift chains. Ski lifts require access roads and maintenance roads, all traversing through our watershed. Let's limit the "crazy" ideas and focus on something sustainable that won't result in our mountains being destroyed. Interconnect is bad. Other transportation options are warranted. We are experiencing record warm winter temperatures and very little snow. What sense does it make to build a series of ski lifts when the snow is not falling as hard and fast as we would hope it to? Let's focus on conservation of our limited resources, not exploitation of them. Major expansion and development should be limited. We only have one Wasatch. Let's not cover it in buildings and lifts for tourists. We live here. They only visit.</p>	Salt Lake City	02/06/2015
	<p>While I indicated "very well" for each of the criteria, this rating would be dependent on degree to which each portion of the Accord is executed. For example, "increased environmental protection" on public lands could be interpreted in many varying degrees of conservation designation. It would serve the goals of the Accord and the people of Utah if this was intended to include the maximum environmental protection, or in other words, wilderness designation. Similarly, "an environmentally-sustainable transit system" would be better served with tunnels than any aerial route and with rail or bus rapid transit over normal buses.</p>	Salt Lake City	02/05/2015
	<p>While I support more private lands becoming public for conservation purposes, tunneling through the mountains seems like a pointless and incredibly invasive approach to transportation in our beautiful mountain range.</p>	Salt Lake City	03/18/2015
	<p>Will additional transit be eco-aware? More research and quantifiable data is necessary to move forward with any focus.</p>	Salt Lake City	03/06/2015
	<p>Vibrant economy should not take precedent over quality of recreation activities in the canyons. The states growing population will ensure addition impact on resources without canyons and Park City. New businesses, traffic, outlets, buses, schedules, etc.</p>	Salt Lake City	04/30/2015
	<p>Building tunnels through pristine and protected wild land areas is no way to protect the environment. Connecting these resorts doesn't even make sense. Brighton, a resort that's mostly snowboarders, being connecting to Alta, a skier only mountain isn't going to benefit from this situation. Valuable backcountry terrain will be damaged as well.</p>	Salt Lake City	05/01/2015
	<p>Economically, the Mountain Accord will likely be successful. However, it will be at the sacrifice of the environment. Opening the canyons to an increased flow of construction, and late, traffic, will cut into the landscape and disrupt the ecosystems of the Wasatch.</p>	Salt Lake City	05/01/2015
	<p>I agree with Lin Alder in this article here: <a href="http://www.sltrib.com/opinion/2446902-155/top-ed-before-expanding-ski-resorts-w/">http://www.sltrib.com/opinion/2446902-155/top-ed-before-expanding-ski-resorts-w/</a> He said, "The smartest long-term economic development scenario is one that capitalizes on where mountain culture is going – backcountry terrain – instead of where it has been. The Wasatch backcountry will continue getting more crowded. The smart economic bet is on keeping backcountry available for the next generation." Doing this would also help protect the environment and the water shed as the pressure to it grows. And it will make it available to all not just those who can afford to pay to be there. Please push to preserve every square foot of our wilderness. Stop any more future growth of private land ownership in these mountains. And if any private land is being sold in our canyons please buy it up to make it public land. Roll back the private and corporate interests. PLEASE PLEASE make it possible for all of our children children be able to enjoy those mountains for many generations to come.</p>	Salt Lake City	05/01/2015
	<p>I am like a lot of people who left Utah for advanced education and came back for the recreational opportunities. Lots of people in my profession make more money than I do because they chose not to return. The loss of money is more than compensated when I make dawn patrol laps before work. 7/10 times those laps are done in Grizzly Gulch. I am never the only one in the parking lot. Any resort expansion invades heavily used backcountry space. And if you think the backcountry is limited to a few weirdos try parking at Mill D or Spruces or Bear Trap or White Pine or Grizzly Gulch after 9 am on any Saturday once the snow flies. Weirdos, I'll grant you but there are lots of them. I've been backcountry skiing since the early 90's and have watched the explosion. There is no place like the Central Wasatch in the world. Montana, Wyoming and Idaho have more wilderness but lack the public access. The resorts are not hurting. Look at the money they are currently willing to throw around in lawsuits and acquisitions. They don't need an interconnect and more lifts, with a few exceptions, removes an irreplaceable resource. I will add that in looking at prices to take my family of 5 skiing I'm thinking of buying everyone an avalanche beacon. I would support land swaps with resorts in order to permanently protect places like Grizzly Gulch which is the last easily human powered accessible north facing area above 9000 feet left in the Central Wasatch. I know some of it is private land and some of it public. I support property owners rights but if Alta wants to expand there let them give up public Forest Service land on which they currently operate. How about Alton Basin? I would support a lift expansion in Honeycomb Canyon for Solitude providing it does not actually extend the range that inbound skiers are able to go. No opening up Silver Fork to Solitude skiers. In other words the lift will not begin lower than the Honeycomb Return lift thus effectively opening up the East Bowl of Silver Fork and west side of lower Silver Fork to side country access. Look at where the avalanche deaths are increasing and you'll see it's mostly coming from people leaving resorts and getting in trouble. The rail proposal, especially the idea of tunnel, I find dangerously amusing. A proposal to build a really expensive transport system to benefit a couple corporations? I would laugh if I didn't worry it would actually happen. Expand the bus service! Currently to get a bus to Alta without 2 exchanges or driving to the canyons and leaving my car at the park and rides I have to get my family to the stop at 7:30. No buses currently stop at trailheads. We already have most the infrastructure, let's use it. Interconnect has been a dream for the ski companies for ever. NO! If Park City and Deer Valley want to drop their rates I go for it. Sol-Bright and the lift between Alta and Snowbird Mineral Basin are fine. Hardly anyone uses them. New lifts or gondolas going over ridge lines to connect the canyons is a terrible idea. HATE HATE HATE this idea in any form. OneWasatch, Ski Link, Interconnect or whatever you want to call it, it's a terrible idea.</p>	Salt Lake City	04/30/2015
	<p>I read every word of the accord. It was one big transit system and "economy booster" proposal wrapped up in jargon about protecting the wasatch and maintaining the wasatch wilderness. How is plugging a hole in the mountain and everything that comes along with road widening and more people in the canyons at all a way to preserve what we've got? I spend a great deal of time backcountry skiing and mountain biking right up where this park city train is planned to go. Let's say I want to take my kids back there in ten years. How do we tell them that the train was to help that place get better?</p>	Salt Lake City	03/12/2015
	<p>I think the Blueprint does a good job of explaining its purpose with pictures and descriptions but it could also suggest a few ideas that are not completely taking away what is already there.</p>	Salt Lake City	02/11/2015
	<p>Preserve Grizzly Gulch. Use Bus Rapid Transit in Little Cottonwood Canyon. No trains. No tunnels. More designated wilderness areas.</p>	Salt Lake City	03/15/2015
	<p>The blueprint said that it would use buses...buses do not meet the vision, we need light rail.</p>	Salt Lake City	05/01/2015
	<p>This is no more than a Band Aid to grow the resorts using tax payer dollars. No many real issues are being addressed.</p>	Salt Lake City	04/30/2015
	<p>I would hate to see new roads/tunnels connecting LCC and BCC to Park City. I don't feel that is the direction we want to be headed. Not sure if it's less impact, but I would prefer to see a gondola that could not be used to ski - transportation only - connect the resorts. Better yet, leave it how it is. It should be a priority to protect the back country character of the upper cottonwood canyons.</p>	Salt Lake City - Salt Lake	03/31/2015
	<p>The proposed blueprint is a thinly veiled outline for additional development of the central Wasatch Mountains: it proposes ski area expansion and methods for increasing human visitation and impact in the canyons. To better meet it's purpose, the blueprint should permanently prohibit expansion of ski areas and limit daily human entrance to the canyons, by any mode of transport. In addition, due to the air pollution caused by vehicles with internal combustion engines, these vehicles should be completely restricted from operation in the canyons for at least two to three days a week.</p>	Salt Lake City (East Millcreek Township)	05/01/2015
	<p>The Proposal for a train in Little Cottonwood Canyon needs far more details. How would the already narrow road accommodate the train? What about the environmental impacts of the train? Wouldn't a high speed - natural gas powered - bus system in a dedicated lane be as effective as a train and not as environmentally impactful? The preservation of the Mt. Superior Ridge line should be preserved from Twin Peaks and Stairs Gulch up to The Wolverine ridge including Grizzly Gulch without allowing any further ski lifts or private development. There needs to be more emphasis on preservation and not as much as development and ski resort linking ideas. These Mountains have many hundreds of Ridgelines and they should have sensible protections that are permanent and preserve the wild nature of the Wasatch Mountains and back country. These Mountains are our watershed and close place for escape to serenity and silence. There should be strict limits on off road motorized travel that are maintained. Please preserve the wilderness and the refuge of these canyons, ridge lines and valleys as our escape from the man made world of machines and city and engine noises. We all need and can benefit from keeping the Wasatch as close to preserved as they are. There are plenty of accommodations in hotels and dining and homes to serve and grow the current and future demand. None of resorts and mountain towns ever completely sell out. There is plenty of recreation and tourist infrastructure to accommodate present and future demand.</p>	Salt Lake City (native)	05/02/2015
	<p>Expanding public (rail) transit within City limits specifically to sugarcane and liberty wells area, as well as beyond the airport would provide huge opportunity for more efficient transit for those of us who live within the valley and desire to clean the air we live in daily.</p>	Salt Lake City (Sugarhouse)	02/04/2015
	<p>Any concept to connect Park City to the Cottonwoods should be put away. If you want to destroy what is there - continue but you will never be able to bring it back to how it is today which is not even close to how it was 20 years ago. Stop this proposal to connect everything, now before it gets out of control. Any idea to charge a fee to enter or use the canyons makes no sense. People have money to spend it will not detour visits at all. As stated in you plan - increase visitation ?? You are trying to limit congestion yet you want to increase visitation. You cannot have both. I do not know if this is feasible and if it is should have been done years ago. Very large multi level parking facilities at the mouth of each canyon. From there you can have bus service up and down. Which needs to be reactive to those who wish to get off and on at most any point of interest at any time, that is how people like to travel the canyon. Stop Look whenever ever, come and go as and when they please. Some sort of rail service up little cottonwood - and do not allow cars at all thus saving on avalanche control and no traffic congestion. A tram from Sandy to Park City who's money making losing idea was that. What would it cost to build, to ride, to operate? Lets be realistic! Just some possible ideas off the top from some one who visits the canyons often. Iks Kennyg.</p>	Salt Lake City, Utah 84047	02/25/2015
	<p>I am not in favor of a train that cuts through the ridge between Big and Little Cottonwood Canyon. It is too expensive, and too detrimental to the natural environment that exists there. I am in favor of better public transportation in the canyons, but think that an enhanced bus system would be a much more effective use of funds and be better overall. There just aren't enough people who would use a train on a daily basis to justify the cost and the environmental damage that would occur.</p>	Salt Lake City / Alta	03/12/2015

	<p>Utah has a vibrant economy without ruining that that a relatively few enjoy with the dreams of a few to tame the 11 thousand foot peaks at our doorstep. Please do not Disneylandize the wilderness and near experiences in the Wasatch Mountains that are already easily available to over 1.5 million people along the Wasatch Front. Like Democracy, most people don't give a damn. In fact roughly 95% of the people, who live near, do not use the Wasatch mountains and they are ignored other than appreciation as the beautiful backdrop the mountains give to city and suburban dwellers. It is so wonderful that this wilderness is available to us who love it and live here because it is so relatively accessible. Please do not ruin what the Wasatch offers to us without destruction on the whim of developers.</p>	Salt Lake City use mostly Little Cottonwood Canyon	05/01/2015
	<p>At this point it is difficult to make a good assessment, it seems to be early in the process, the proposed changes don't have concrete direction or even very much supporting information as to costs, environmental impact, but the goals and the evaluation steps to meeting those goals are clearly published and will hopefully help the community better understand this along the process. Visually/aesthetically, the blue print doesn't "look" much different than the way we view salt lake right now, it's difficult to see the impact of proposed changes.</p>	Salt Lake City, 84105	02/12/2015
	<p>Obviously a lot of hard work and imagination went into the proposed blueprint. The residents of salt lake valley are fortunate to have such a collaborative effort in place. As the plan moves forward I would like to ask that the recreational opportunities of the free flying community be protected. I am a member of local organizations representing paragliders and hanggliders, soeeflyers and speed riders, and basejumpers. As board members maybe aware Utah is a world class destination for these sports and participants travel from sound the world to fly here. National distance records have been set from sites in big cottonwood canyon. Many of our sites are within the borders of areas that have been noted as under consideration for enhanced Protection. Flying sports in the wasatch can easily be documented to be a usual and customary use. Our users are extremely low impact, lower than hikers runners skiers and bikers by far. The majority of our use occurs in the air, however rarely on access to multiple hillsides and Mt tops to launch or jump and various areas in the canyon bottoms for intended or unplanned landings. We use no fossil fuels in our enjoyment of our public lands, make no noise, and leave no trace. However we feel a potential threat from the mountain accord project. This is a shame because most of the projects goals and values are shared by members of our organizations. Many of us are also avid climbers backcountry skiers ultra runners and hikers. Some like myself are also property owners in the wasatch. Unfortunately almost all of the federal land managers controlling wilderness, national monument, and national park land have severely restricted or more often prohibited paragliders hang gliders and basejumps. Generally we are lumped in with powered aircraft. Very often our pilots are aggressively harassed and commonly criminally prosecuted for both intentional and unintentional use of our public lands. This does not occur with land managers who administer national forest and BLM land. The wasatch is unique as our use of these lands will predate any change in designation and we expect to have continued access to our land. Our organizations would like a part of the discussion about land designation changes and to secure the right to continue our recreational use of our lands. I would appreciate the chance to discuss this facet of future proposals in greater detail with members of the executive committee.</p>	Salt lake city, Mt Haven	03/12/2015
	<p>Connecting Sandy to Park City via LCC and BCC is a bad idea, as is connection for connection's sake. Bus is cheaper and more flexible than rail and aerial, and increasing traffic at the top of LCC and BCC is the opposite of "an environmentally-sustainable transit system".</p>	Salt Lake City, UT	02/24/2015
	<p>Hello and thank you for the opportunity to provide comments about the proposed blueprint for the Mountain Accord. Cottonwood Canyons scenario - I generally support the proposed development swaps which would allow ski areas to expand near their bases while preserving and protecting Superior, Emma ridge, Flagstaff, and White Pine. It is essential that Grizzly Gulch also be preserved and protected. It's important to recognize that the status quo already advantages the ski resorts with much of the high elevation, north facing terrain that provides the best skiing. In a year like this, when snow below 8,000 feet is sparse, I've become frustratingly aware that most of the prime terrain is already occupied by ski resorts, forcing backcountry users to crowd into a few small areas. I have no issue with ski areas developing their bases, within reason, provided appropriate environmental considerations are taken, and protecting additional land for backcountry ski terrain is important to preserve the recreational value of the Wasatch. I say Grizzly Gulch must be included because this trailhead is an important access point by which backcountry skiers can safely access much of the rest of the terrain in upper Little Cottonwood. Grizzly also offers access to the most diverse terrain of any backcountry area in the Wasatch, from steep chutes in Wolverine bowl to mellow slopes perfect for beginner backcountry skiers to a safe summer road that is often used by snowshoosers. Every time I went to Grizzly Gulch this winter I noticed that it was crowded with backcountry skiers, cross country skiers, kids, families, snowshoosers, etc. I think the unique nature of the terrain here (safe, approachable, beautiful, fun) is why it would be such a loss to the recreation community were it to be developed. Transportation - I support more transportation options along the Wasatch Front, coupled with incentives to use them. A few of the proposed options stick out to me they would have a big impact at a reasonable cost - shuttle service up Millcreek - year round - and a bus service up Little Cottonwood - fast transit from the airport to Park City - high capacity transit in eastern SL Valley. A few options seem unreasonably expensive and designed mostly to serve the needs of the ski resorts. While I agree that we need to find solutions to the traffic in the canyons, I think there are much smarter ways to use our resources than building a tunnel. I think we should increase the capacity of the existing transit routes we have before spending money to build new ones - by running more frequent buses up existing routes, optimizing service to encourage people to use them, and potentially keeping Guardsman pass open in the winter to provide access from Park City to Big Cottonwood.</p>	Salt Lake City, UT	04/26/2015
	<p>I answered "Undecided/I don't know" to all of these questions because I feel that the Blueprint does not provide enough information to evaluate the statements. It does not address the specific environmental impacts of expanding ski areas (putting in lifts, generating additional snow, etc.) or widening the road to provide a bus lane or a train. I feel that the specifics of each of the proposed changes could make a large difference in the viability of various options. For instance, if there is a train built up Little Cottonwood Canyons, how much would it cost to ride, and would there be easy access to parking at the mouth of the canyon (or easy connection to other public transit)? If the train was faster than driving, and free, and if there was a toll to access the canyon, I might be inclined to ride the train. But if the train carries a cost that is greater than the cost of gas for driving up the canyon, I don't think that I would use it. I'm not sure that expanding a bus lane would provide much benefit. I haven't observed a large problem with the buses sharing a lane with cars. Running buses more frequently might make me more inclined to use them, or having expanded parking at the mouths of the canyons for people using the buses. Again, a financial incentive would be needed for me to utilize a bus system. One question I have regarding a potential train up the canyon is whether it would stop at backcountry trailheads, because I primarily use the backcountry trailheads rather than the resorts. With regards to the proposed expansion of ski area boundaries, I'm uncertain as to why the resorts need to expand - some days are quite busy, to be sure, but I'm not sure that additional terrain would provide an additional draw to skiers/boarders, and thus I'm not sure that it would generate significant revenue. With the climate changing and climate models predicting reduced snowpacks, is resort expansion really a good idea, even purely on economic grounds? Similarly, I'm not sure that adding a bus lane would provide a big enough benefit to offset the costs. People would use the bus lane, but would it actually cause significantly increased use of the resorts? One of my main concerns in viewing this proposal is that the integrity of the backcountry be maintained. There are proposed "trades" of backcountry terrain for resort expansion, but I believe that a significant portion of what was once all backcountry has already been allotted to resorts. Resort skiing fills a key niche in the recreational community, but I think it is important to preserve the wilderness setting that makes the Wasatch so unique. Along with this, I believe that preserving the natural ecosystem - for water security, if nothing else - is important, and that expanding/connecting the resorts may jeopardize this.</p>	Salt Lake City, UT	03/17/2015
	<p>I don't like the idea of either light rail or another lane dedicated to bus only in Little Cottonwood Canyon. Would it be possible to increase bus service available, provide more parking at the base of the canyon, and use the road as it is. I also do not like the idea of a tunnel or air transport between canyons. Why should this be desired at all? If you want to hike or ski in one of the canyons there is plenty of terrain in each canyon for local activity. If you want to stay in one canyon and recreate in another canyon you would spend more time transporting than recreating.</p>	Salt Lake City, Ut	02/25/2015
	<p>The one aspect that I have not seen discussed is aesthetics. The road cut that goes up little cottonwood canyon is very significant and significantly detracts from the scenic character of the area - I would love to see a transit solution that is geared to fit in with the aesthetics of the resort.</p>	Salt Lake City, UT	02/23/2015
	<p>While I heartily applaud the MA as a valuable FIRST step, it is a disappointing baby step. The heart of this blueprint SHOULD be a viable 21st century transportation plan for the Wasatch Front and back that directs government and private entities to address transportation PRIORITIES. Currently, the MA pretty much has it backward, in identifying transit needs in Little Cottonwood Canyon as the highest priority. In my view, the biggest priority, which will have the most noticeable effect on all of the MA analysis areas, is a comprehensive mass transit system that will serve the Wasatch Front and Back and dramatically reduce the number of vehicles and vehicle miles in the area. While the MA gets a part of the solution right (the proposed mass transit system up Parley's Canyon), it misses the most important priority--the Salt Lake Valley--and instead, inexplicably, focuses small-bore on Little Cottonwood Canyon. The transportation system we need has to start with the CORE--a "backbone" of commuter rail (light and medium) that encircles the Salt Lake Valley (i.e., along the I-2-15 alignments), with a REAL mass transit system that operates where people live, and when they work. People should not have to walk more than 0.25 miles to get to a bus stop, and the system should operate 20-24 hours, 7 days/week. MA should set aggressive/aspirational goals for reductions of vehicle miles traveled, PM2.5 emitted, and CO2 generated/released. If we do not get a handle on this, environmental quality, quality of life, economy, and recreation will all be beside the point: too many people idling in traffic creating even more emissions that will continue to undermine our health and quality of life. And too much CO2 to contemplate even having a viable ski industry, much less water to drink. That die is already cast, actually, but failure to deal with this only condemns our children to an even MORE hellish (temperature wise) future. Getting back to MA's transit priorities, the development of a viable mass transit system will solve the car and parking problems in both Big and Little Cottonwood Canyons, Kimball Junction, and everywhere else. Get people out of cars and cars off the road, provide them with mass transit to get where they want to go when they want to go there, and viola! no more parking problems or red snakes in the canyons! This is likely "out of scope" for the MA, however, if MA's conclusions are altered to identify regional mass transportation planning and implementation as the highest priority to solve the problems identified in the blueprint, and if the MA then becomes the impetus for real political and social will to solve this problem, it will be a valuable document. If not, and if it is finalized with "cherries on top" (cog railroads up Little Cottonwood Canyon) as the highest priority, it will be a travesty of planning, a waste of public servants' time, and just another foot of dirt on the grave of the things it purports to want to conserve. Thank you for the work you have done, because you have gathered a lot of data, and made a start of identified options, but if I needed to condense this whole thing down to one statement, it would be "Get your Priorities straight. It's all about the Transportation." Thank you for the opportunity to comment.</p>	Salt Lake City, UT	04/24/2015
	<p>Work with ski areas and USFS to build recreation opportunities around the transit systems. Hiking and biking trails that traverse from canyon to canyon with a ride on transit connecting them. Transit stops at the ski lifts, with parking lots further away, etc.</p>	Salt Lake City, UT	02/04/2015
	<p>Do not expand existing borders of ski resorts. There is a growing interest in back country skiing for the younger generation for two reasons. It is less expensive and exercise intensive. We need to preserve the undeveloped space that is left in the small Wasatch areas.</p>	Salt Lake City, UT 84121	04/30/2015
	<p>I think there is still a lot undecided. The transportation alternatives are all worth studying, but I don't think there is a compelling case yet for rail transit as superior to bus rapid transit in the canyons given costs and the effect of a limited access rail bed on recreating and wildlife. Creation of new trails is very welcome, but some difficult to evaluate without more specific plans. It is disappointing that the blueprint does not specifically mention the types of users of public transit and there needs. This makes me wonder if only foot traffic and skiers are being considered. Other uses of the canyons that should be considered are mountain biking and in millcreek canyon, dogs. There may be other users I am not aware of as well.</p>	Salt Lake City, UT 84109	04/03/2015
	<p>Focus should be on quality not quantity and on protecting the environment and water shed. As the ever expanding ski industry continues it should be kept in mind that the cottonwood canyons are a very fragile and finite area which already have developed a great deal of commercial ski terrain. We can't possibly keep expanding resorts as demand and popularity of skiing continue to grow and still protect the fragile environment and water shed.</p>	Salt Lake City, Utah	02/25/2015
	<p>Stop making - marketing Park city as the Bedroom for all of the wasatch canyons. We who live here and have done so for since birth should have the most say as to how and by whom the canyons are used. Too much is slanted toward outside money interest groups. Listen to the true locals. More ski lifts will not cure anything it will just add to the issue / problems - tks kennya</p>	Salt Lake City, Utah	03/16/2015
	<p>Sorry, I want to support but as a pro-business registered Republican, there are too many un-answered questions.</p>	Salt Lake City	04/08/2015
	<p>Even though expensive, the train option up Little Cottonwood, with connecting tunnels to Big Cottonwood and Park City is my preferred option. Any option which reduces the number of cars in the canyons is positive and the train option would offer and a unique and exciting way to access all these canyons have to offer in a non polluting and sustainable way. If the Europeans have found a way to do this why can't we?</p>	Salt Lake County (Canyon Rim Area)	04/28/2015
	<p>MA purports to be "balanced," but the proposed Blueprint is anything but balanced. It expresses no intent whatsoever to respect private property rights. Moreover, it shows no trust in private enterprise to achieve its purposes. It is a blueprint for more government control by public employees who have nothing personally at risk and who likely have no real world experience. MA's final Blueprint needs to be improved by expressly stating its intent to respect private property rights and to have government employees do so. In addition, it should seek ways to enlist the support of private enterprise rather than merely seeking to control it.</p>	SALT LAKE CTY	04/30/2015
	<p>It would be a travesty to put a train up Little Cottonwood Canyon. Building a train would do irreparable damage to the environment and beauty of the canyon. The canyon does not belong to the ski resorts, the ski tourists or the local skiers. It belongs to the everyday Utahn. If something must be done to upgrade the ski experience and deal with existing issues, a gondola system connecting the resorts should be carefully studied as a preferable alternative. It would do far less damage to the environment and not block access to Little Cottonwood or other canyons for any Utahn. As a state, we simply cannot afford to spend billions to build a train up the canyon. Some people say that this money will come from the federal government. If the federal government gives money for this project, they will consider that their obligation to help Utah is met. If we can get billions, that money should be used to upgrade, repair or expand the transportation and road system throughout the Salt Lake valley, particularly on the west side. If we had any "extra" money, it should certainly go towards education or other top priorities that would benefit many more of our citizens. Putting a train up Little Cottonwood Canyon is a terrible idea, designed to benefit just a few of the wealthiest among us at the expense of other pressing needs. Ravaging this spectacular canyon to benefit this small segment of our population is not only indefensible but inexcusable.</p>	Sandy	05/01/2015

	Early on in Mtn Accord meetings there was talk of not killing the goose that lays the golden egg in the Central Wasatch. Big changes to this environment cannot be undone. Connecting the Cottonwood Canyons to Park City via tunnels and/or rail would alter the unique environment of those canyons in irreversible ways. Connecting Big and Little Cottonwood Canyons via tunnels is fine because these 2 canyons have a similar population density and recreational uses. Putting a train up the Cottonwoods would also damage the environment of those canyons. Better bus systems and fewer cars are needed in both Cottonwoods along with incentives (yearly fee pass) for people to leave their cars behind and use the buses. A train up Parley's Canyon makes a lot of sense. There are many more people traveling up and down that canyon on a daily basis. Yes, it's a little slower than cars, but most commuters will make that small sacrifice to avoid bad weather and/or negotiating traffic.	Sandy	03/10/2015
	**** I believe the best overall plan to access the Park City area from SLC is with buses a rail system would have a devastating effect on the wildlife and natural resources. **** A Tram or gondola system would work well in the little and big cotton wood canyons as long as there would be loading stations on/off at recreation sites throughout the canyons, hiking / biking / back country access, as well as express routes direct to the ski resorts. **** The rail system could be expanded to access central terminals for each of the transit systems - Train and buses.	Sandy	04/30/2015
	1) Definitely bring Grizzly Gulch to protected status via public ownership 2) Move bicycling lane improvements in all canyons to the top of the list. Millcreek, Parleys, LCC and BCC. Incentify bicyclists while de-incentifying autos. Set aside discounted camping options for cyclists who cycle in. 3) Toe the line to the utmost on NOT allowing ski resort expansion / connections. Increase independent study of supposed greater marketability being touted by the ski industry. The growth being reported may be localized but skier visits and numbers across the board remain stagnant and in decline. Those in the industry site growth but the growth is only taking visitors from one area to another not creating overall industry growth. 4) Survey user groups on their mode of transportation and why they do not use public transportation. Gain public buy-in in conjunction with resort management buy-in to public transportation that is mutually beneficial to both user groups.	Sandy	05/02/2015
	1. Until the United States government has a balanced federal budget, and is operating with surplus funds, it should be considered an act of high treason punishable by death or exile to entertain the notion of blowing money we don't have as a nation. Our elected officials, have the sacred stewardship of protecting the rights of ALL the people. Not save our canyons special interest groups, resort owners, and all vested parties who will profit and make fortunes off of this disgraceful project. 2. Save our canyons?????what hypocrites. They obviously have under the table deals with the power brokers who would willingly sacrifice this canyon and allow its total desecration for some sort of underhanded trade off or concession on another area they are more interested in. 3. The de-watering of Little Cottonwood stream by Murray City is irrefutable evidence of the irresponsible management of resources by a government entity. They harvest the water to reduce the cost of electricity to their citizens. They own the rights. They have the power. Yet, they refuse to leave a small portion of water running in the native stream bed to preserve the natural habitat. The trees, fauna, and animals have been dying for years, and the destruction advances every year due to lack of water. If they cannot exercise the self restraint to leave a tiny amount of water to sustain the habitat of the canyon, how are other self vested government entities and special interest groups to be trusted to do any better with the entire canyon impacted severely not mildly, or partially but total. 4. Transportation: Require the resort owners to purchase private property in the valley and use their own privately owned property for employee parking, and require them to operate natural gas or electric/hybrid buses to shuttle their employees. This will reduce traffic substantially and reduce exhaust emissions. (Run on natural gas on the ascent, and electric power on the descent. 5. Require resort owners to provide open areas of federal or state lands controlled and operated by them for public access to hiking, horseback riding, OHV, camping, etc. The national forests are designated as "lands of many uses" The control given to private parties of public lands always involves somebody getting rich. Wise leaders long ago understood the need to protect our resources for all generations of American's. This does not do that. Imagine Bryce Canyon with a train running through it, The Grand Canyon, Yellowstone, Glacier etc. etc. etc. being developed to ultimately make wealthy people more wealthy. How long before we have car lots, Mega-plex theaters, McDonalds etc. in our national parks and forests? Summary:As a lifelong resident of Utah, a little Cottonwood Canyon resident for almost 30 years, and as one who respects and wants to protect the great outdoors for all to enjoy for generations, words cannot convey my extreme opposition, disgust, anger, fear, and sorrow at the monumental travesty you are all planning on shoving down our throats. Shame on you all. This is the dumbest thing you politicians and special interest groups have ever come up with. work on your budgets, crime, and services. Leave our natural resources alone.	Sandy	05/01/2015
	A "vibrant economy" should not be at the sacrifice of environmental issues. Development is not always better. Bigger is not better.	sandy	04/07/2015
	A key factor in regard to this is whether or not Alta agrees to the proposed land swap in Grizzly Gulch. With this swap, Mountain Accord has done an admirable job in meeting its goals, with this swap, it gives dispersed recreation and the environment little protection.	Sandy	02/26/2015
	A number of questions: It appears that the vast majority of "preservation" energy is devoted to LCC. How does increased access and restricted growth of available resources benefit the skier experience? I have skied at Vail and in the East and it is not enjoyable. Public funds should not be used to improve the profitability of the ski areas! What specific projects are planned for the 108 units of water at Alta? Has adequate parking been secured for the planned shuttles, buses and train passengers up BCC and LCC? Current parking is inadequate on high demand days without the addition of more options. A tunnel from the East to LCC would only serve to increase demand on inadequate facilities at Snowbird and Alta which you are restricting from further expansion. How does this serve the skier experience? In the future, please construct the document in a linear fashion -pg 1,2,3 etc rather than requiring links. Also, please restrict a web document to one screen width. Having to scroll back and forth is not a benefit for the reader. Thanks	Sandy	02/09/2015
	A rail system will trash the canyons. Use a shuttle bus system during the busiest times of the year. Lots of stops, no private vehicles unless you have a permit (own property, etc.) like in Zion NP or in Aspen, etc. Rail is overkill for this pristine, fragile, smallish area.	Sandy	05/01/2015
	About time we connect the Cottonwoods with Park City. Excellent plan that takes the environment into account!	Sandy	05/01/2015
	Adding trains and lanes up Little Cottonwood Canyon is not the right idea. The negative impact it would have on the canyon far out weighs any benefits this plan provides. How about more affordable busing options with more convenient schedules?	Sandy	03/07/2015
	After attending several meetings my concerns are deepened that the proposed blueprint and proposed transportation plan would simply destroy the Wasatch mountains and specifically Little Cottonwood canyon. The canyons are at their limits now in being able to handle the large volume of people currently accessing them. Adding capacity to increase the number of visitors will tip the scale beyond what the canyons can realistically handle. I have seen no studies as to the carrying capacity and environmental impact.	Sandy	05/01/2015
	As a hiker and hunter, I would like to see as little change to the mountains as possible. One of the problems is roads, traffic, and parking. We need to keep cars out of the mountains as much as possible. Replacing them with behemoth buses will mean widening and straightening roads, which I am against also. We need a system that allows environmentally friendly transportation, perhaps smaller natural gas or electric buses. There also seems to be a tendency to put profit and development as a top priority instead of preservation.	Sandy	02/13/2015
	As a local, I am opposed to adding more opportunities for "vibrant economy" (ie. more shops, restaurants, lodging etc.). I want to keep the canyons more pristine and unblemished to enjoy for hiking, skiing, biking etc. We live here and have to deal with the growth...tourists shouldn't take precedence over citizens who love the canyons and have a vested interest in keeping them unspoiled. You can't UNDO overdevelopment!!!!	Sandy	03/15/2015
	As a long time resident (1980s) and backcountry user and father of three. I generally think the facilities at the resorts are more than adequate and would not like to see further resort expansion. I drove for Canyon Transport up and down LCC and BCC for almost a decade. I applied the concept of an avalanche shed light rail up LCC, Accessing Solitude and Brighton and on to PC. Such a line would have to have rider triggered stops at climbing areas, backcountry trailheads and backcountry exit points. The amount of traffic and lack of parking is getting pronounced. Even before I was a professional and still driving for canyon, it was difficult and risky to estimate the amount of time needed to exit LCC to catch an afternoon flight. Traffic caused by storms and powder chasing skiers or late in the day spring avy risk foiled many families attempts to ski in the day and catch an evening flight home. This is a big deal for a 4 to 5 day family ski trip. The visitors that I drove for I think about 8 seasons had little interest in an on skis interconnection between resorts, but they greatly valued getting a few hours of skiing in on arrival and departure days. I think ease of movement between resorts and from resorts to the valley could be a more successful marketing pitch for the resorts than more lifts and more terrain. In lieu of a train I would approve of a bus-commercial vehicle only approach like Zion NP to be tied in BCC and LCC. But you would have to be able to stop and be picked up at multiple spots. Such a system should also connect at the same point so that trips that started in LCC or BCC could use the transit to be picked up in BCC or Millcreek respectively and returned to the same starting point.	Sandy	02/10/2015
	As a Person who works and recreates in both Cottonwood Canyons I agree with the need to appropriately solidify a long term plan. While much of what is being discussed so far seems reasonable the one item that stands out as objectionable is the rationale for a rail system serving Little Cottonwood. The affect of constructing and maintaining a rail system versus benefit seems to go against other stated goals. I certainly agree that the current method of inadequate bus service for both canyons does not serve well however a better use of continued improvement of (then) current buses and scheduling would serve long term goals far more efficiently. Environment-friendly people moving technologies will continue to improve and schedules that include bottom to top and multi-stop offerings can be properly scheduled to accommodate seasonal needs. Y	Sandy	04/26/2015
	As an everyday skier, I would love to have better transportation up the canyon. Traffic and parking is becoming an ever worse problem. The bus system is not the answer. They are slow, pollute, and don't afford me the convenience that would make me stop driving everyday. I think that a Gondola system up LCC would be the answer. No road closures for avalanche work or closure due to accidents. I have heard that a rail system is what is being proposed. If it is in a tunnel or sheltered would make it more viable.	Sandy	03/14/2015
	I was impressed with the environmental proposal, satisfied with the recreational proposal, scared of the other two; but that is because my main concerns are these first two. I am satisfied that care is being taken to preserve "my" mountains.	Sandy	02/17/2015
	By not doing it.	Sandy	02/05/2015
	Continue to consider items that may need to alter. Stay as flexible as we can for the future. We are not sure what the dispersed recreational hubs may need to support. They will most likely be different for each season.	sandy	02/23/2015
	Destroying our mountains for economic gain is not the way to make Utah a better place to live.	Sandy	02/26/2015
	Do not add trains or trams to our canyons to connect ski resorts!!	Sandy	03/05/2015
	Feels like Pandora's box. I would suggest keeping park city resorts and those in the cottonwood canyons separate. It is the link between the wasatch front and back that I object to.	sandy	03/01/2015
	First off, I can tell that a tremendous amount of thinking and time has gone into this document, thank you. What I don't get is that this didn't seem like a blueprint at all. It read as a pre-cursor to a blueprint until I got to the Proposed Next Steps section at the end. There were ideas and thoughts, but nothing seemed to be committal or concrete. I don't get a sense of a plan that will be implemented, but rather, ideas of a plan. When I read phrases such as: "The Blueprint could deliver new mobility options" or "The Blueprint would offer a care- fully designed approach to permanently protect treasured landscapes and provide opportunities for active, healthy lifestyles and connection to the outdoors." I am not left feeling like there is a blueprint in front of me, but rather, just ideas of what could be in the blueprint. So, I am not seeing a "blueprint" at all in its literal sense. Again, the Proposed Next Steps helped clear up what items will be actionable and not just talked about.	Sandy	02/12/2015
	Grizzly Gulch should be expressly excluded from any further development by Alta Ski area or any other resorts. For public land preservation, watershed concerns, visual pollution, and preservation of a uniquely accessible wild area, Grizzly Gulch should be protected and preserved. Grizzly Gulch is one of the most accessible wild areas left at the top of Little Cottonwood Canyon. A short hike, ski or snowshoe take one away from the sight of ski resorts and into a forested haven. It is a place many of us had our first backcountry ski tours or snowshoeing adventures. Ski lift expansion in Grizzly Gulch would be a tragedy for not only that area but also for the area near Twin Lakes, Lake Catherine, Silver Fork, Days Fork, Cardiff Fork and other adjacent areas.	Sandy	03/11/2015
	Grizzly Gulch/Catherine's Pass areas must be kept undeveloped. The small resort expansions are acceptable if future expansion by any resort is permanently banned by law. The proposed rail system for transportation is not acceptable. A bus system, similar to that used in Zion, would be easily instituted, cost effective and very efficient. The further destruction to the canyons to install a rail system and the massive cost of a project like this is unacceptable. This idea seems to be a poorly conceived marketing scheme from the ski industry. We have enough lift served skiing in the Wasatch. Please preserve the remaining wilderness for future generations!	Sandy	02/16/2015
	Here is my idea: use the Snowbird Tennis club area or the plaza on Highland and 94th South as a nice "landing pad and shuttle launch" for clean air shuttles that go up the canyons. These can be nice coffee shop and hang out areas for people to park and take quiet, roomy shuttles that go directly to the lifts of the resorts or trailheads up both canyons. Gondola type transport seems more viable between the resorts over the passes, but please...NO extra lanes or trains going up our canyons. They would destroy our trails--some of the few natural trails. As it is already there is no where to park when hiking. Wouldn't it be great to ride a bike or drive to a cute and quaint little village, and be able to easily board a shuttle to take you anywhere up the canyon without the hassle of parking then schlepping all your gear? I say put the expense in a nice town square center, shuttles and bike lanes and over the pass gondola AND save our trails, wildlife, sanity, neighborhood feel of our precious canyons.	sandy	03/03/2015
	Houmand I'm a member of the Granite Community Council. I live right on Little Cottonwood road and therefore in the direct path of any transit proposals. Honestly, I don't want a train coming up the road, I don't see how it could run without it having a direct impact on where I live and likely forcing me to vacate a house I love. Having said all that, I know there are interests greater than mine and I'm prepared to support a sustainable long-term use of the canyons that many people can enjoy. I'm very fortunate to be able to access the canyon without the use of my car because I live so close. Not everyone can do that, and they really should have access. I also realize there are too many cars coming up the canyon. On avalanche control days they are lined up in front of my house for hours. Bottom line: I'm keeping an open mind.	Sandy	03/05/2015

	How could a train up Little Cottonwood canyon be environmentally friendly? The destruction of the natural terrain will harm wildlife as well as disrupt there natural resources and patterns of living. Little Cottonwood canyon is a large water shed area how many chemicals will be spilled or seeped into our water over many years to come? In addition, a train will not add to the beauty that we all love. The traffic up the canyon is only at it peak 10-12 days a year (fresh snow days). To spend billions of dollars to destroy our canyon, disrupt wildlife, harm our water shed, and take away from the beauty of this land makes little sense. I love skiing at Snowbird and have been a season ticket holder for 10 years. I would not consider saving 10 minutes to get to the resort 10-12 days out of the year and ride a train. Other options to consider would be to widen the road by one lane going up the canyon. Increase electric bus options on heavy snow days. Please consider other options....and save our canyon!	Sandy	05/01/2015
	I agree with the purpose/goals of the Mountain Accord.	Sandy	05/01/2015
	I am completely against any plan considering building a train up little cottonwood canyon. It would destroy the peace, beauty and fragile environment of this narrow canyon. An improved and increased bus system could very easily handle increased ridership. At the same time it would save a billion of our tax dollars and preserve the natural beauty and eco systems of the canyon.	Sandy	05/01/2015
	I am not convinced that a rail system between the ski resorts is necessarily a good idea for the environment. However, it may be preferable to the proposed ski-link plan. That being said, I am happy to see plans to improve transportation between SLC and Park City. There should certainly be both a light rail and improved bus system in place to facilitate both growth and reduce traffic issues. I would especially like to lend my support to the piece of the plan which recognizes that we must develop already urban areas, rather than create new developments in rural/wilderness areas.	Sandy	04/30/2015
	I am not happy with the blueprint due to the transportation proposal in LCC, the proposal to link the canyons, and the possible loss of my favorite back country ski terrain. Please see my letter in the next section below.	Sandy	04/30/2015
	I am strongly opposed to making Little Cottonwood Canyon a major transit to Park City. The bottom of Little Cottonwood Canyon is very narrow and installing additional lanes and/or a rail line up the canyon would dramatically change the nature and current available uses of the canyon. The proposed blueprint is far to heavily favored on resort development, tourism and economic growth and does not do enough to preserve the pristine nature of our canyons, particularly the Cottonwood Canyons. Tourism may be important to the State, but I am more than willing to pay double the share of my family and myself in increased taxes to cover the incremental revenue tourism brings to the State. The Cottonwood Canyons are not a Vail or Lake Tahoe or Park City, they can not accommodate the crowds and influx of tourists, regardless of attempts to mitigate impact. The resorts can cap the number of skiers per day like Deer Valley.	Sandy	03/14/2015
	I am very concerned about development in the Wasatch and am worried that there is an over-emphasis on business and transportation. From my perspective, the emphasis should be on preserving, not developing. However, I do agree that concessions need to be made to allow for growth. I'm just nervous that money is playing too big a roll. Any new development will mean unalterable changes to the mountains. We need to tread very carefully to preserve this irreplaceable resource.	Sandy	05/01/2015
	I believe in attempting to get people out of their cars and on to rapid transit. The downside to skiing Little Cottonwood is definitely the road. We need to make it more accessible to public transportation...more rides, more buses, a light rail. And I believe we will need to restrict access to the canyon by car.	Sandy	04/06/2015
	I believe more mass transit that can be provided in the Canyons will have significant benefits. Limiting the use of POV in the canyons will necessitate the development of staging areas for persons intending to use the resorts.	Sandy	03/12/2015
	I believe that if you are planning to use a train for transportation, the only logical choice would be to have a train up Parley's rather than Little Cottonwood Canyon. There is no way to put a train up that canyon and still maintain the pristine canyon that we now enjoy.	Sandy	03/12/2015
	I believe the current proposal doesn't provide enough protection for the wilderness. Once you take the wild out of wilderness then all you have iserness; which isn't a word. We need to preserve what's left of the wild so we can't keep wilderness alive. However, I do think the approach to offer more mass transit options up the canyons is a good one. The long term benefits will outweigh the costs. No lifts connecting PC to the Cottonwoods please. I think there should be an opportunity for hotels in the cottonwood canyon area to thrive instead of allowing them to struggle when Vail visitors take over the PC market. We need to preserve the diversity of the resorts.	SANDY	02/23/2015
	I can add none. Likely, future advances in technology, like teleportation, battery capacity, hydrogen, etc. will provide even better solutions to the challenges faced here.	Sandy	02/14/2015
	I consider the process to be a farce. It is apparent that there is no true open excess to the process and that the intent do the MA is to cram a train system up little cottonwood canyon. I cannot believe that you truly think such a project would be beneficial to the canyon. It would be destructive and intrusive and would benefit a very few business interests. The UTA want a big project but spending billions on this is simply wrong.	Sandy	05/01/2015
	I don't think we need a train and tunnels in the mountains. When I ski, I don't need to spend time transiting to another ski resort. Buses are doing well.	Sandy	04/24/2015
	I feel that both train and extra lanes up the canyon would harm the environment that exists in our canyons. We have larger canyons and larger roads (Parley's and Provo) to provide access to Park City and Deer Valley. Our local canyons would be spoiled by these two solutions. We can maintain the quality of our canyons with an increase in the bus schedule. As a residence of Granite community at the base of Little Cottonwood Canyon I will strongly oppose bringing Trax lines into our community. I know that all of my neighborhood and the surrounding neighborhoods would fight having a line in our area. It is not worth the lose in our property values and the increase transient traffic. We are a residential area. Trax has no place by the mouth of Little Cottonwood Canyon. We are not a commercial area. We have no business or retail areas. Bringing Trax through just to feed the canyon would inconvenience and hurt many residents of this area that chose to live here because it is a quiet, laid-back environment. Many of these residences that would be close to Trax lines are worth millions of dollars. Trax would drastically impact these properties.	Sandy	03/16/2015
	I found a lot of what is in the "blueprint" to be highly confusing. First off, I suggest that the term "blueprint" itself is inaccurate and misleading because the proposed "blueprint" is actually many alternate proposals, and I don't think that any one of them actually qualifies as a "blueprint". In my view a "blueprint" is, as defined in the Merriam Webster Dictionary (2nd definition), "a detailed plan of how to do something"; in my opinion the MA Blueprint has very little in the way of detailed plans. I'd say a lot of it is "blue sky" rather than "blueprint". I also felt overwhelmed by all the choices presented. I found it difficult in many cases to even understand the difference between what was proposed, proposed but dropped, merely a pipe dream, or not even open for consideration. Of course, producing detailed plans for all the alternatives proposed is probably impossible at this point in time. But, the MA Blueprint is missing even the grossest of cost estimates, time lines for development, and probabilities for approval by regulatory and funding agencies. Given all that lack of detail, I found it very difficult to form judgements on many of the alternatives proposed. So, I think ways "how the proposed Blueprint could better meet the purpose of Mountain Accord" include - more details on (gross) cost estimates, time lines, and probabilities for approval by regulatory and funding agencies. I have a general concern regarding what I consider inadequate attention by MA to the effects of climate change on snow sports. It seems to me that many of the MA proposals assume snow sports participation, particularly at ski resorts, will continue to be the same as today or even increase. Even as nationwide on-snow ski resort usage declines and most large ski resorts have been shifting their revenue production towards more non-snow-related activities (real estate, golf courses, other summer activities), MA seems to assume the demand will continue or even grow. I think you've missed the curve. As climate change reduces snowfall, especially at resorts below 8,000' such as the Park City resort bases, I think snow sport user participation at ski resorts will probably significantly decline in the next decade. It seems to me that MA has not even considered that as a possible scenario. Do you really think building railroad lines and stations or constructing BRT lanes or a tunnel in the canyons is even worth considering in light of likely climate change?	Sandy	05/02/2015
	I know this is in there, but I'd like to stress the idea of building new trails on the bench. Trails are cheap, and they'll minimize traffic in the mountains from people who just want a quick dose of nature.	Sandy	04/16/2015
	I love the Transportation option D with rail connecting SLC to PC through Parley's and LCC!!!	Sandy	02/13/2015
	I strongly oppose any ski resort expansion beyond those shown in the map from solitude and Brighton. I'd prefer that those expansions not occur, but can swallow them if a rail system is really going to happen. The ability to easily move from PC to the cottonwood resorts at night and in bad storms or times of hazardous avalanche conditions would create the most positive impact for locals and visitors alike. Getting caught in or stuck out of LCC is more than a minor concern for many visitors. I drove LCC and BCC for Canyon Transportation for 7 winters. Resorts should be connected by transportation routes, not ski lifts. The era of hiking is over in the wasatch, there are simply way too many backcountry skiers now to favor the short client list of WPG.	Sandy	04/20/2015
	I think a tunnel and train system is excessive. Why is it necessary to have significant additional connections connecting park city/heber/midway to provo, slc and ogden? We have several existing points connecting these city's, efficiently. I think the biggest opportunities is to limit automotive traffic, by increasing eco friendly shuttles, clean buses, car pooling, etc... The canyons create a natural division between to areas, why disrupt that, when it is home to a sensitive eco system that provides our water and a home to many species. We do not need to connect everything to ensure a healthy economy. We can make enhancements and still find business opportunities through smart and modest development. Locals and tourists can meet all of their recreational needs by visiting the places they enjoy the most, without excessive development like a tunnel and a train.	sandy	04/01/2015
	I think solving the transit problems in our canyons is the most crucial aspect of sustaining the unequalled resource we have here. The Blueprint appears to recognize that the four areas of focus (economy, transportation, environment, natural resources) must be in harmony. I guess the most expensive part of everything proposed is transportation. Currently the UTA bus system is a near total failure due to its lack of dependable, timely, and comfortable bus service. The current bus schedule is a joke - a bad joke - that does more to encourage personal transportation than encourage shared public transportation. The bus schedule needs 1. to be more consistent (i.e., 2 trips per hour), 2. have a longer season (i.e., stopping ski service in early April is idiotic), 3. have more flexibility (i.e., extra buses on "powder days") so people can actually count on the bus being at the park & rides close to on-time and having a seat available. A long range plan that includes not allowing personal vehicles up Big & Little Cottonwood should be considered. This is not realistic until a continuous, timely, and safe light rail system can be provided. I focus on transportation because without solving this issue, the other focus on the Blueprint cannot be achieved.	Sandy	03/14/2015
	If you connect Park City to the Cottonwood Canyons with a much easier to use system, people in Park City (tourists and residents) will flock to the better skiing conditions in the Cottonwood Canyons to the detriment (to many people) of regular Cottonwood Canyon users. Am I being selfish-yes. Realistic-yes. And who pays for this- probably me.	Sandy	04/30/2015
	I'm still not clear on the real purpose of MA. Seems like MA wants to add more traffic to Little Cottonwood and Big Cottonwood Canyons in hopes of bringing in more \$ to the ski resorts while paying little to no attention to the environment. Did I get that right?	Sandy	04/14/2015
	It appears that decisions have already been made. We need a more flexible system that can evolve over time as technology evolves (improves). A bus system that used natural gas vehicles or battery powered vehicles is much cheaper and more flexible. Flexible for both expansion and for different needs for summer versus winter recreation. Also, on a dollar spent, spending this kind of money would reduce emissions 1 a per unit basis if spent in the valley.	Sandy	02/23/2015
	It does not provide increased access to and protection from further construction efforts in the Little Cottonwood Canyon area.	Sandy	03/09/2015
	It is difficult to comment on the proposed blueprint because it isn't clear what the blueprint is actually proposing. The only part of the blueprint with discernible substance is the transportation plan which shows several alignments for proposed transit through the Wasatch Mountains. This portion of the plan shows a transit line from Little Cottonwood Canyon to Park City. It doesn't appear that there is any scientific basis for the addition of this proposed line that is backed up by transportation modeling. Currently it is very easy to get from the Wasatch Front to Park City via I-80 with very little delay. If the community desires to install a transit facility from the Wasatch Front to Park City it would make more sense to put transit in Parley's Canyon where an existing corridor is already in place and where environmental impacts would be more limited than the potential impacts of a new line in Little Cottonwood Canyon. It seems that a transit line between Little Cottonwood Canyon and Park City would have very limited benefit to citizens of the Wasatch Front (who already have easy access to Park City via I-80) and would only benefit Ski Resort Owners who want to promote more traffic to their resorts in the winter. This would produce very limited economic benefit to average citizens in Utah and would primarily benefit large ski corporations, many of whom are located outside our state. In addition, most climate change models predict that the Wasatch Mountains will see limited snow precipitation in the future which would make an investment in ski area expansion very risky. It is also very risky to alter groundwater patterns in the Wasatch Front because Park City already has contaminated water due to historic mining practices. If this groundwater were to be altered to enter the Cottonwood Canyons, it could potentially contaminate one of the primary sources for drinking water on the Wasatch Front. I am opposed to a transit connection between either of the Cottonwood Canyons and Park City and believe that if transit is used it should utilize Parley's Canyon for a route. In addition, I see any expansion of transit or roadway capacity in the Cottonwood Canyons to only benefit ski resort owners and not average Utah citizens. This plan is very similar to One Wasatch in that it is a thinly disguised plan to link ski areas in Utah in order to support the ski industry, but not benefit other recreational users of the Wasatch.	Sandy	03/17/2015
	It makes more sense to use electric buses to shuttle people up the canyon. Like at Zion National Park for example.	Sandy	05/01/2015
	It will be very important that any transportation expansion be the most minimal in terms of disruption to the environment and habitat of animals in the middle Wasatch. The construction of Light Rail seems that it would be extremely disruptive. I would advocate more of a shuttle bus system in the canyons like what is done in Zion's National Park.	Sandy	05/01/2015
	I've lived in Sandy for 42 years. This is a bad idea. What's wrong with the way the canyons currently operate? If we want to ski we drive up the canyon. There's such an emphasis on protecting the watershed but you want to put a railroad up the canyon. Makes no sense and reeks of special interests that trump public interest.	Sandy	02/15/2015
	Last night's meeting was a joke, none of the questions we asked were answered, no open discussion was accomplished. This seem to be a technique to ram thru a bunch of mountain development plans with no input by neighbors.	Sandy	02/12/2015

	The environment is fragile. LCC doesn't have enough water as it is, without adding what will be a huge demand. Why does MA get to make the decisions that impact all of us? This feels illegal. It needs more time and public awareness, including being put to the vote by all of UT or at least the Wasatch Front. Who will pay the costs and how much are the costs? Millions? More than that? We don't spend enough money on schools - why should we spend huge money for a small percentage of people to ski? The biggest problem I see is that a group of 28 people or whomever was assigned to be on the committee by someone of (undetermined name(s) get to make a decision for all. Last time I checked, this is a democracy. The huge cost to the environment, the neighborhoods and the actual cost to carry this out is too much for a small group to get to make that decision.	Sandy	04/15/2015
	Leave the canyons alone!! Developments do nothing but DESTROY nature!	Sandy	03/15/2015
	Leave the canyons the way they are!	sandy	03/09/2015
	Leave the mountains alone! No more development! Leave the private areas private! We're killing the sense of serenity in the mountains that are so easily accessible from the Salt Lake Valley. Less is more. PLEASE do not connect the resorts, do NOT build a coaster. Leave the mountains natural (as they are now). NO MORE.	Sandy	02/20/2015
	Light rail to resort areas	sandy	03/11/2015
	Light rail up LCC will ruin our most precious resource with destruction of environmentally sensitive areas, not to mention the noise pollution, that benefits too few people and the ski resorts at a ridiculous cost. BRT makes so much more practical and environmentally sound sense that could connect to nodes in more centrally located commercial areas of Sandy and Cottonwood Heights. It is also a more adaptive option that can evolve with the changing needs and seasons of the canyon with relatively very little up front investment. MA needs to stand up to UTA and the ski resorts interests and protect LCC for the majority of Salt Lake residents who value the canyon for all of its other uses.	Sandy	03/17/2015
	Linking the canyons' transit lines together is too drastic and destructive a solution. Keeping their access separate makes them unique and preserves some sense of a pristine and rugged backcountry experience. Connecting Alta to Brighton would be a HUGE mistake. Brighton to Deer Valley is already linked in summer months. Park City Resorts also have a sense of exclusivity that won't be helped by increased traffic via Big Cottonwood. I love the idea of having car traffic limited in the canyons. I have often thought that installing something like we have in Zion's National Park featuring stops in areas of heavy recreation, while allowing those that live and work up the canyons permits to drive. Further vehicle access would be allowed by paying an exorbitant fee. Better biking and pedestrian lanes along the roadside would be helpful.	Sandy	03/16/2015
	Looks like an ideal blueprint for the PRIVATE ski resort owners with no consideration for other tax paying citizens or homeowners living near the impacted areas i.e. have the public foot the bill for expansion of private enterprise! Find a way to justify increase in use in an already over used area .	Sandy	04/04/2015
	MA purports to solve a problem where there is none.	Sandy	05/01/2015
	Make it a priority to purchase all private property in Big and Little Cottonwood Canyons. The alignment of the mast transit should be along the road. The canyons should be closed to private vehicles during ski season.	Sandy	04/26/2015
	Mountain Accord has jumped many steps without a thorough environmental evaluation. Without knowing more than any of the executive committee truly knows now, there can be no responsible manner to permit a development plan to proceed to the next phase! How can MA responsibly approve a "go ahead" when we still do not know who will be the "applicant" or who will be the lead or co-lead agency in the EIS? There are so many things about MA that remain unanswered, even mysterious and since tax monies have been used to fund MA there should be a published accounting of where every penny of these monies have been expended! When the MA transportation committee was polled with a show-of-hands vote, the 94% preference was for express, low emission buses rather than trains. The MA executives summarily dismissed and eliminated that idea in favor of what strongly appears to be a predetermined conclusion of a train in LCC rather than what their own advisory committee preferred. This smacks of certain individuals trying to create a legacy rather than a workable solution and responsible environmental stewardship of one of Utah's many treasures! The integrity of MA has suffered significantly as a result of their attempt to haphazardly rush through what should be a meticulous, pains taking process, that leaves no doubt in any mind that any conclusion reached is truly in the best interest of the environment and the people of Utah rather than commercial interests that put tourist dollars ahead of protecting Utah for Utahans! As a Utah native, this smacks of a battle to deprive Utahans their rights first rather than for the tourists' one or two week vacation! In other words, we are all expected to help subsidize the ski resorts by sacrificing our canyon! Utah should not be for sale to the highest bidder!!! When we see the manner in which the MA executive committee has handled the rollout of UTA's plan for a train up to the ski resorts and since many of the MA executive committee are elected officials, one has to wonder if they are similar stewards of their elected offices?	Sandy	04/16/2015
	Mountain Accord needs a different purpose. Mountain Accord seems to serve its funders; UTA & ski resort owners. Taxpayers pay for the upkeep of the canyons, and should not have to pay more to have them destroyed or to have limited access to recreation. Stewardship over the land is not helped by destroying it, carving into it sending a train by the watershed, or leaving any huge footprint in it. We need a system like Zion's National Park with more buses for Little Cottonwood Canyon. That should be the solution with more parking outside the canyon possibly in Salt Lake or lower Sandy. Extra lanes or a train would be a huge footprint in a little canyon, not to mention it would cut out recreational needs of Utah residents. Since cars will not be limited it is just more of packing the canyon full. The new transportation will be too expensive to ride, and will not help the residents. The maintenance would be a burden on taxpayers as well. It seems that the major transit system only benefits UTA and the owners of the ski resorts. I do not want to pay for that as a tax payer, and I do not want the money taken from education as an educator.	Sandy	04/30/2015
	Mountain Accord. The "Key Actions" seem to be to "encourage development", "generate economic growth" and "ensure Utah's tourism". This entire project seems to be generated as a money maker for all of the KEY PARTICIPANTS. This is a money maker for many people that have decided to promote a sham of an environmental coverup to shove more people up the canyon. If there really was a concern for the environment, water protection and all animal life and resources, you would not try to find a transportation system that crams as many people up the canyon as possible. This is being pushed forward without the adequate study of the long term effects on the canyon ecosystem. No one has studied how many people should or ought to be allowed up the canyon. This idea shouldn't be to force as many people up the canyon as possible, but how many people the canyon can accommodate while still preserving one of the great natural resources of our state for FUTURE generations. The all mighty dollar should not be the determining factor, yet it sure seems to be at this point. The ski resorts and the Sandy City hub are sure on board to make money off of Little Cottonwood Canyon without adequate study or consideration for this soon to be exploited natural resources and current canyon residents. As part of the public, one of the things I love about going up the canyon is to get away from people. Enjoying the quiet views and beauty of nature. Entering the mountains is an escape from city life. I do not agree with the idea of shoving more people up the canyon along with destroying the canyon to widen roads and make way for a train. The canyon should be kept. Has anyone considered the effects on property value and sense of community from a relatively quiet canyon community to a major thoroughfare all to get a few more skiers up a canyon on a few days a year? It takes longer for most home owners to get their homes approved in the foothills region of the canyon because of concerns of damage to the environment and wildlife than you are allowing for public debate for this entire Mountain Accord project. There are incredibly strict building requirements for putting a home in the canyon, yet these same concerns don't seem to comply to a major transportation project that will have huge and irreversible effects of destruction to the canyon. This is a premature vote on an improperly studied proposal. Approving a plan without adequate study and appropriate explanation of plan details seems not just inappropriate but borderline corrupt.	Sandy	04/19/2015
	My concern with the transit system up the canyons is why would we propose to spend millions on a trax system when we don't have nearly enough busses running up and down the canyons. On a weekday, trying to get a bus is super challenging and they are not nearly frequently enough. It is also very difficult for the Mountain Accord to succeed and noble is its cause. I am concerned about a trax system going up the canyons and the environmental impacts caused just for construction. I also understand how damaging environmentally a stack of idling cars can be from the mouth to the top resorts on a powder day.	Sandy	05/01/2015
	My impression of Mountain Accord differs from how you present this. What I see is a complicated plan which at the heart changes ownership of some properties in the areas around the commercial ski resorts in exchange for taxpayer funded rail transportation to the ski resorts. The principle economic beneficiaries appear to be the Ski Resorts, primarily Alta and Snowbird at the expense of taxpayers and to the detriment of residents in and around Little Cottonwood Canyon. This troubles me.	Sandy	03/06/2015
	NO additional lanes, trains, tunnels, etc.	Sandy	03/09/2015
	No extra lanes or trains up Little Cottonwood canyon. Only more busses, and a more flexible bus schedule.	Sandy	05/01/2015
	No extra lanes! No trains up Littlewood Canyon! Please protect our community!	Sandy	03/14/2015
	NO LANES NO TRAINS! THEY WONT SOLVE ANY OF THE ISSUES! THIS BLUEPRINT IS ONE SIDED. IMPLEMENT SOMETHING LIKE ZIONS HAS.	Sandy	04/29/2015
	No lanes, no trains in little cottonwood canyon.	Sandy	03/03/2015
	No more trax! It is terrible and a waste of money.	Sandy	02/20/2015
	No train or rail up the canyon, don't disturb more terrain More buses and flexible schedules will impact the canyon less Why try a major overhaul when you haven't tried to keep it simple? If the simple fails other methods could be considered.	Sandy	05/01/2015
	NO TRAINS OR LANES UP LITTLE COTTONWOOD CANYON	Sandy	04/29/2015
	NO TRAINS-NO TUNNELS!!! That just helps the ski industry to the detriment of everyone else. Zion has more visitors and gets along fine with a shuttle bus system. My grown kids need cheap recreation choices such as hiking up and down LCC. Four lanes and a train will destroy the simple beauty and enjoyment of the canyon. I don't want the wildlife such as the goats will like it either. What about Little Cottonwood Creek? I don't want to lose looking at a wild mountain stream because the ski resorts wants to bring in a bunch of out of state skiers. I don't think a single dime of public money should go towards a private ski industry. The ski industry is in decline, and the public shouldn't be expected to prop it up. I shouldn't have to worry about getting run over by a train while trying to enjoy the canyon. What about the bikers? Are you trying to destroy their use of the canyon? Skiing is such a small part of the year. We shouldn't be gearing our transportation plans to their needs. They should pay for their own shuttle system to get skier and employees up the canyon. Locals should continue to be able to drive their private vehicles up the canyon to sightsee, picnic, see wildlife, pull out for a rock climb or hike without some train or four lane busy road. The only transportation plan I support is private vehicles plus year round additional BUS Shuttles. The Mountain Accord people have been trying to slip this by the public without a full explanation of the practical effects it will have on those who use LCC and the people who live at the mouth of LCC.	Sandy	03/12/2015
	Not favor business interests over the sensitive environmental nature of the canyons.	sandy	05/01/2015
	Not one dime of public money should go towards rail or tunnels. More buses, yes. Keep the freedom to use personal transportation. It is not up to the public to help the ski industry. The ski industry doesn't share any profits with the public. Stop pretending to want public input. Start answering questions about eminent domain.	Sandy	02/14/2015
	No trains, tunnels in the canyons or foothills!	Sandy	03/12/2015
	Putting up light rail in Little Cottonwood will destroy the view of the canyons and destroy existing trails.	Sandy	04/24/2015
	Road Expansion and moving mass transit will destroy the canyons, hurt the water shed and be a disservice to all Utahn's. It will make the owners of the resorts wealthier but will degrade the quality of the skiing due to the heightened level of availability.	Sandy	05/01/2015
	Running a train up little cottonwood canyon would greatly increase the commercialization, which it turn would decrease property value, and affect the trails, and landscape negatively. It would be a terrible sight, to see a train running up through little cottonwood. Defeats the purpose if the mountains.	sandy	05/01/2015
	Save trails, develop no more land...Protect wild Utah! No connection from Alta to Park City...it benefits no one!	Sandy	03/16/2015
	Secure Grizzly Gulch from Alta. This area is a Key to public recreation at the top of Little Cottonwood Canyon.	Sandy	02/12/2015
	Ski resorts and other businesses have had a negative impact on the canyons over the last 40 years. Lets stop this trend. There are better ways to get people up the canyons on existing systems.	Sandy	04/30/2015
	Sounds like the heading of this Feedback question states the priority! which is mountain accord... and its mission to "Cram as many people into the canyons as possible with disregard for the majority of people who prefer natural beauty of the canyon, and who aren't in a rush to Shave 10 minutes off their commute to the resort at the cost of adding another car lane and the destruction of scenery to do it, same goes for the train, what a joke. Mountain accord can butter up their website all they want with all this conservation bull crap, but at the end of the day if either of these proposals go through there is nothing conservative about that. The mountains and canyons are perfect how they are and locals can appreciate the natural quiet beauty they offer. Many of us don't want a little Lake Tahoe rush here.	sandy	03/16/2015
	Stupid idea! Waste of money.	Sandy	03/28/2015
	The Accord answers one and only one concern and that is moving skiers into the resorts. The stated purpose of this accord is much broader but your answers are narrow. The environmental questions about Little Cottonwood Canyon are not met by massive transit projects. I have observed and participated in the traffic of this area constantly since 1985 and from my observations the traffic problems are confined to 12 - 20 days a year. And the result of the traffic is a wait time for those going to 'play' of an hour or two. How is this a multi-multi million dollar concern for our state when others around our area can not get to and from jobs and services without 5 day a week 52 week a year delays of equal time.	Sandy	02/13/2015
	The benefits will go to a relatively few people. What they don't put in their pockets will trickle down to the rest of us. A train will destroy the canyon environment. An additional bus lane could be added in certain spots to reduce transit times. Consider one way traffic at peak times.	sandy	04/20/2015
	The blueprint should include a broadside scope for sustainable economic development to go alongside the purpose of preservation of the watershed and natural environment. Look what has been done in the mountains of Switzerland for a good example.	Sandy	04/30/2015

	The Blueprint was full of pretty pictures and color points, but incredibly vague and very difficult to translate into a real image of the future. Perhaps this is all that is possible at this stage of the process, but perhaps this is also why there have been so few comments on it. Overall it feels as if there is the hope for much needed protections for some parts of the canyon but at an enormous expense of additional development in other parts. Frankly, it seems like a plan to provide the resorts with many opportunities for growth while providing pretty scenery.	SANDY	04/29/2015
	The financial and economic gain is largely in favor of the stakeholders of the resorts and development companies that would benefit from an increased flow of traffic and tourism from the Blueprint. The upside from the proposed Blueprint would all go to the stakeholders of the resorts and development companies. The Blueprint as it is currently written is a plan to increase the amount of revenue generated from increases in population and paid use of the Wasatch Mountains. The Blueprint could better meet the purpose of the Mountain Accord by limiting the use of the Wasatch Mountains to preserve the water and wilderness that would be ruined by increased traffic.	Sandy	05/02/2015
	The full environmental costs including increased transit footprint and greenhouse gas emissions (including materials and construction) should be estimated at this point in the study.	Sandy	02/18/2015
	The legacy of the Wasatch comes from its nature. Conservation and preservation of the Wasatch environment (flora and fauna) have to be explicitly named the King and Queen drivers of all that MA does.	Sandy	04/14/2015
	The Mountain Accord personnel care not about public suggestions or alternatives these questionnaires request input on so I will not proceed to fill out further forms. It became apparent through the first 4 Mountain Accord public meetings I attended that although the printed purpose of the Mountain Accord sounds very intelligent and appealing it's life truthfully is economic gain and power.	Sandy	05/01/2015
	The problem with this whole proposal is that the land swaps and other fairly reasonable suggestions are intrinsically tied to a flawed transportation plan. There is no way the large footprint of a train going up the Canyon will not have a significantly damaging impact on the environment of the entire lower Canyon. Making Little Cottonwood Canyon a transportation corridor is a flawed plan. There are many other more reasonable plans using increased bus service, car pool incentives and so forth that will allow flexibility depending on the season and significantly less impact on the environment. The cost will be profoundly less expensive. The congestion issues are literally 10-20 days total per year. I have no problems with the suggestions for the upper Canyon in regards to watershed, land swaps etc. But to have these plans dependent upon a train coming up the Canyon can only suggest this is being brokered and manipulated by big ski business and grandiose thinking by UTA and not the great partnership that is being portrayed!	Sandy	03/13/2015
	The project is at huge risk of failure due to the approach. Far too much is being focused on putting in a billion dollar plus system. This is going to be overly expensive. There are far less expensive solutions like bus or dedicated shuttles. The cost to put a Cog or train that will not be able to provide the service (one track suggestion) is really a bad idea. Secondly the canyon and roads are narrow, people live, work and play in these mountains to force this train or rail up the canyon is going to take more land and will have greater environmental impact that just using electric or natural gas vehicles that can carry people and make many more trips. Lets think logically about this. It is nice to dream about being something else, but let get real all we really need is a bus system that is effective in the movement of people from the valley to the mouth of the canyon, and then we need an effective simple system to move people up the canyon in an orderly way. No one disagree with the fact that we love our canyons, we do however do not want to see them destroyed creating something that is not needed.	Sandy	03/08/2015
	The proposal has been created with the interest of the ski industry and those with a financial interest in that industry. It does not represent the best interest of the general population of the Salt Lake City and surrounding areas. The proposal to build a train up LCC is absurd. I believe you should provide an incentive to share rides or ride the bus with tolls and parking fees for vehicles with fewer than 3 occupants. You should increase the frequency of buses using the existing road and build parking facilities at 6200 South and 9400 S and 20th E.	Sandy	04/20/2015
	The proposed deal will sacrifice Little Cottonwood Canyon by transforming it into a transportation corridor and will destroy much of its natural environment, appeal, and beauty. It would be one thing to build a rail line if there were no existing road, as such infrastructure might be necessary to allow Utahns to access and enjoy the canyons. However, doubling up on infrastructure in the canyon unnecessarily destroys the natural environment and beauty of the Canyon. Doubling up on infrastructure will likely stress the natural environment and may threaten existing species, wildlife corridors, watersheds, and other natural conditions. The proposed deal represents an elitist plan for the Canyons that will benefit only a small number of Utahns at potentially tremendous cost both to average recreational users and taxpayers. One of the primary focuses of the deal is to preserve backcountry areas for dispersed recreation, a goal which benefits a vanishingly small percentage of Utah residents. Only about 7% of Utahns ski and the number that have the time, training, and resources to backcountry ski is much smaller. Yet, in order to benefit the admittedly small ("dispersed") number of people who can take advantage of backcountry skiing, the proposal sacrifices the beauty enjoyment of the lower part of the canyon - the part that Utahns likely access most frequently, including trails like the Quarry Trail along Little Cottonwood Canyon. For most Utahns, the Canyons are a journey and an experience, and destination resorts like the ski-resorts are largely beside the point. Utahns love their canyons for the ability to hike with their families on trails that can be accessed from the valley quickly and for other similar recreational opportunities. Scarring the beloved Canyon landscape with additional, irreversible infrastructure development is contrary to the interests of these many Utahns who enjoy using the lower Canyons and benefits only a select, powerful, and wealthy few with the resources to take advantage of expensive skiing opportunities. Moreover, all taxpayers will be saddled with the enormous cost of this additional and unnecessary infrastructure. Additionally, this destruction of the Canyon is being suggested to address traffic congestion that is really only problematic on a few particularly busy ski days each year. The proposal flies in the face of good science and policy about confronting climate change risk. In the face of the risks and uncertainty associated with climate change, Utah should be investing its resources in robust, resilient strategies that allow us to respond flexibly to changing conditions, rather than committing massive amounts of money to an irreversible infrastructure project that may well be inconsistent with future needs and may saddle Utah's citizens with a project with no return on investment. Whatever one believes about the anthropogenic causes of climate change, there is little doubt that the climate is changing. What that means for Utah remains to be seen, but there is substantial risk that we will have many more winters like this one, in which limited snowfall and warmer winter and spring temperatures mean that ski resorts struggle to remain economically viable. There are also far more important risks associated with this potential climate change, including water shortages, increased wildfire risk, and inadequate capacity to store and collect water in existing reservoirs (which were designed to handle late snowpack melt rather than spring rains and early spring runoff). No one knows exactly how climate change will affect Utah, and in the face of such uncertainty, wise public policy requires choosing strategies that are resilient and "robust" - that offer benefits across a wide range of possible future scenarios, including those that we all hope will not come to pass (and this is true even if one doubts that climate change will materialize at all). Wise policy-making in the face of uncertainty also favors incremental solutions, rather than long-term, irreversible infrastructure investments. Incremental solutions allow adaptation to evolving conditions, rather than locking communities and taxpayers into expensive investments that no longer serve current needs and will not provide any reasonable return on investment. Of course, sometimes—even in the face of uncertainty—we have no choice but to make long-term, public infrastructure investments. In this case, however, there is no such urgency. Any need for increased transportation in the Canyons can be handled by incremental solutions like increased busing, shuttles, or perhaps "transportation system management alternatives," which meet short-term needs but allow us to remain flexible and nimble in responding to changed conditions. We should not saddle ourselves to an unnecessary and massively expensive long-term infrastructure when uncertainty and risk counsels incremental, adaptable solutions that can be altered to adjust to changing conditions. Building additional permanent and expensive infrastructure up our canyons will almost certainly increase pressure for future growth. The public will demand a return on its infrastructure investment, and that return is most	Sandy	04/29/2015
	The Wasatch Mountain Range is a relatively small range. It is already difficult to enjoy the mountains without encountering some sort of development (ski resorts, cabins, roads, etc) Further development will ruin the beauty of the range even further. I agree that traffic is becoming a serious problem in the Cottonwood Canyons. I strongly feel that further transit development is not the solution. Energy efficient/electric powered buses, similar to those in Zions would solve this problem with the least amount of environmental impact.	Sandy	03/17/2015
	There are many less intrusive solutions that have not even been discussed, let alone tried. No where has Mountain Accord considered how the proposed blueprint will impact the lives of Wasatch Front citizens. This should have been the number one criteria. We suggested early on that a fifth study group be added to do that. We received no response save "that's a good idea". Mountain Accord has done a masterful job at manipulating the process to get to the answer the executive committee wanted, rather than listening to the citizens of the Wasatch Front. As such, the blue print is useless. It is a manipulation. Even those on the 4 committees agree. They were never allowed to meet together to see how to merge their different areas. Divide and conquer. Always works. You should all be ashamed to be part of such a faulty process.	Sandy	02/25/2015
	There is no need to connect all the canyons for the convenience of the tourists at the expense of those of us who have grown up hiking and skiing in these mountains. The easier it is to get to the canyons, the more people will flock to these areas. If we are trying to limit the environmental impact to our wonderful natural resources, more people in the canyons is counter to what we should be trying to achieve. It is obvious that this proposal has been made for economic/tourist reasons, not for those of us who live and work here.	Sandy	03/16/2015
	They need to think there may not be water to support this and the move of the prison	sandy	05/01/2015
	This blueprint represents a lot of really good, collaborative work. Well done! I would be interested in participating in this effort.	Sandy	04/18/2015
	This is not a blueprint. It's a ramrod approach. If you don't like it we'll ram it down your throat. The recreation and water issues are primary to me. There is only limited water. You can't create more water. For example: you say you'll create more water for homesites at Alta. How will you create that additional water??? NO ASPECT OF THIS PLAN ADDRESSES CONSERVATION. This entire blueprint is geared at FORCING GROWTH -- not just dealing with growth -- but encouraging growth. Bringing more people to the mountains by transit does not solve the water issue. More people (no matter how they get there -- by transit or if they're dropped off from a space ship) will use more water -- not just in the restaurants but to simply flush the toilets. That increased use of the limited water has NOT BEEN HANDLED in the blueprint. You've avoided it all together. Shame on you! Let's talk about transit. Before we build the mountain, you should run a test with existing buses. I do not take the bus because the waits are too long. Run buses every 15 minutes. Experiment. See what happens. You might say it's too expensive to run buses every 15 minutes. But it's a test that you can run. Do it!!! See what happens -- then you can work from a reality check. It's stupid to bore through the mountain or develop transit and then discover that nobody uses it because waits are still too long! This Blueprint is terrible because it fails to start with the most basic issues -- such as limited water. And it fails short because it fails to experiment with existing systems (transit). Right now it's a land developer's wish list and to heck with reality and conservation of resources. BAD, BAD, BAD. Shame on you.	Sandy	04/30/2015
	this proposal is deficient in that it lacks adequate trails and paths for road and mountain bikers!	sandy	05/01/2015
	This proposed Blue Print is so high level, it just seems like vague eye candy. There is not real meat or substance to the blue print. I am more concerned that cycling has been mostly ignored in the blue print. Cycling is only mentioned once. You have thousands of road and mountain cyclists that need to be thought about too. All of the canyons are classic road climbs for road cyclists and we need to be able to keep cycling these roads.	Sandy	04/30/2015
	This will be a disaster for our canyons and our scarce water resources. Please leave trains out of our canyons! As a Sandy resident I can't stress how bad this will look. Why not just build a better bus/shuttle system like they use in Glacier NP or Zions NP? These can be run with electric or CNG buses without changing the look of the canyon permanently.	Sandy	04/30/2015
	To achieve "an environmentally-sustainable transit system" could never include ripping up our beautiful canyons for a train or making the roads any wider than they are currently. We need to look at utilizing our bus systems more effectively and get better control of the vehicular traffic situation. For example, all resort employees should mandatorily have to use the buses to get to work. And, how about shooting for avalanches in the middle of the night?	Sandy	02/26/2015
	Too many bicyclists want to ride the canyons, but many die each year doing so (including my neighbor). This is senseless... we need dedicated, separated bike paths in the canyons. Winding narrow roads with bad shoulders, increasing car and bus traffic and distractions of scenery and revelry are just too dangerous. This has to change. Please put dedicated bike paths up the canyons... please! Seriously, please. If you don't believe the canyons are heavily travelled by bicyclists, check out the Strava "Heat Map" of the Wasatch Front: <a href="http://abs.strava.com/heatmap/#12/-111.78467/40.62664/blu/bike">http://abs.strava.com/heatmap/#12/-111.78467/40.62664/blu/bike</a>	Sandy	05/01/2015
	Transportation is a huge issue for me and my family. The idea of trax going up the canyons and tunneling through the mountain all the way to park city is too invasive on our natural resources and threatens the very reason why the wasatch is so amazing. I'd have to say Trax as a whole is not a success. First it is too expensive for a family to regularly ride, and second every time we do we are surrounded by homeless and kinda scary people. The bus system going up the canyon is what needs to be approved. On a Saturday there are only 3 buses that go up LCC from 9400 so. in the morning. We have been turned away multiple times because they were too full. Let's try and improve what we already have in place, before we take such drastic measures.	Sandy	03/11/2015
	Tunnels cost too much money and will never happen. Light rail up little cottonwood to much money once again. If money grew on trees these are great ideas!	Sandy	03/12/2015
	Lowest impact lowest cost greatest return is to get skiers in Park City over the mountain by lift not all the way around by car, bus, tunnel. No cost to taxpayers increased access with only a few towers.	Sandy	04/30/2015
	We do not need anymore mass transit in little cottonwood canyon area. No more people will use the area anymore just because you install a train going up little cottonwood canyon.	Sandy	04/30/2015
	We do not need anymore mass transit in little cottonwood canyon area. No more people will use the area anymore just because you install a train going up little cottonwood canyon.	Sandy	04/30/2015
	We need to limit "Tourist" marketing We need to save Little Cottonwood Canyon, no train, no road widening The Tunnel from Brighton to Alta with Little Cottonwood Canyon closed in Winter is a good idea Using Utah tax \$\$\$\$ to attract tourist to cloq our canyons is a bad, bad idea	Sandy	04/13/2015

	<p>We strongly object to both the process and substantive conclusions of the Mountain Accord deal. These comments represent only a few of the many important issues that this proposal raises, in part because of the difficulty of getting good information about what is actually being proposed (and the true cost to taxpayers of that proposal) and because of the shortness of the timeline for public comment. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. For example, one of the most obvious solutions for managing traffic in Little Cottonwood Canyon is increasing bus service in mixed traffic up Little Cottonwood Canyon. This alternative, however, like many others has gotten short shrift in Mountain Accord's analysis. Specifically, the Transportation Purposes and Alternatives Report available on the Mountain Accord website proposes to drop this alternative from further consideration based wholly on a conclusory assertion, with no accompanying analysis or facts, that this alternative succeeds only in "reducing avalanche-related risk and delay" and would "fail to meet the other 13 purposes." No explanation is given as to why this option would not "reduce auto use and congestion in Little Cottonwood Canyon," "reduce vehicle emissions in the Cottonwood Canyons to improve air quality," "reduce parking impacts on environment, safety, and economy," "support land use goals for reduced sprawl and concentrated development," "improve access and connections for pedestrians and bicyclists," "protect or enhance the natural and scenic resources of the Cottonwood Canyons," "protect and enhance community character" or any of the other articulated goals for the plan. It defies logic to assume that more frequent and better timed bus service, coordinated with bus service schedules throughout the valley, would not decrease auto use, vehicle emissions, and parking demands in Little Cottonwood Canyon. This failure to grapple fairly with the issues at hand suggests a rigged, agenda-driven analysis rather than a careful, fair consideration of potential alternatives. Moreover, one wonders how the proposed approach "protects watershed health, water supply, and water quality" better than increased busing, given that the regulated proposal requires providing increased water for culinary purposes to Alta and increased water (in unquantified amounts) for snowmaking at the resorts. Additionally, while Alternative D, transportation system management alternatives—which "are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways—is mentioned as an alternative that will continue to be considered, the Report evinces very little actual consideration of this alternative. It seems that a deal has already been struck between the existing players (who do not represent all relevant stakeholders) and that other alternatives are falling by the wayside without careful study. There seems to be little actual data in the report, so it seems unlikely that any alternative has received enough consideration to be eliminated from consideration at this stage. The report also fails to prioritize the many listed goals in any meaningful way and assumes that increased tourism in the Canyons is an unmitigated good. No sense of relative priority is given and the report fails to explain, for example, why creating a unique "traveler" experience in the Canyons should be given equal weight with reducing congestion and parking demands. Relatedly, the report also assumes that increasing tourism in the Canyons is an unqualified good without any explanation for why that is so. The proposed deal will sacrifice Little Cottonwood Canyon by transforming it into a transportation corridor and will destroy much of its natural environment, appeal, and beauty. It would be one thing to build a rail line if there were no existing road, as such infrastructure might be necessary to allow Utahns to access and enjoy the canyons. However, doubling up on infrastructure in the canyon unnecessarily destroys the natural environment and beauty of the Canyon. Doubling up on infrastructure will likely stress the natural environment and may threaten existing species, wildlife corridors, watersheds, and other natural conditions. The proposed deal represents an elitist plan for the Canyons that will benefit only a small number of Utahns at potentially tremendous cost both to average recreational users and taxpayers. One of the primary focuses of the deal is to preserve "backcountry areas for dispersed recreation," a goal which benefits a vanishingly small percentage of Utah residents. Only about 7% of Utahns ski and the number that have the time, training, and resources to backcountry ski is much smaller. Yet, in order to benefit the admittedly small ("dispersed") number of people who can take advantage of backcountry skiing, the proposal sacrifices the beauty enjoyment of the lower</p>	Sandy	04/29/2015
	<p>While good for increasing business \$, we dont need more crowds in Little Cottonwood Canyon resorts as a result of connecting with Ski lifts. We dont need the Park City crowd over here. However improved transport like a shuttle train is a good idea. it would be good to merge Snowbird and Alta to one large resort.</p>	Sandy SANDY	02/04/2015 03/12/2015
	<p>Why Little Cottonwood Canyon? There are so many other options available to reduce the traffic in Little Cottonwood Canyon and still expand the utilization of our mountains. We could divert the access to the ski resorts in Little and Big Cottonwood Canyons by developing access from Wasatch and Utah Counties including the addition of what looks to me like, fabulous ski terrain on the other side of the slopes. I do understand that what I propose would not support the focus on economic growth to only Salt Lake County. If that is the intention, as many people expect, of Mountain Accord, then Mountain Accord is a farce and all the pious rhetoric is only window dressing to mask the real intent of Mountain Accord which is to bolster the balance sheets of Salt Lake County and UTA at the expense of one of our greatest natural resources, Little Cottonwood Canyon. Please show us that I am wrong in my accusations, and not focus the Mountain Accord efforts on Little Cottonwood Canyon, but spread your proposed solutions to include other avenues.</p>	Sandy	02/24/2015
	<p>Why spent so much money to manipulate the economy especially in a segment that pays some of the lowest wages. The proposals for transportation are way too expensive and families with children will not want to use a train or take the bus. They would prefer to drive with all their gear snacks and lunches</p>	Sandy	04/30/2015
	<p>Widening of the little cottonwood canyon road and adding light rail will ruin the beauty and feel of the canyon and destroy some existing trails and recreation areas. Please do not make this mistake!</p>	Sandy	03/27/2015
	<p>Allow more lenient rental/short term and nightly rentals to accommodate the increase in tourism. Provide more public transportation. Allow for more commercial development such as tea houses and hostels in the mountain regions.</p>	Sandy	05/02/2015
	<p>you aren't preserving anything by ripping up the mountain and peoples homes, you will take away from the natural beauty of little cottonwood canyon by taking the natural away and adding man made items.</p>	sandy	03/05/2015
	<p>Your objectives are wrong. Trying to stiff more out of State tourists up the big and little Cottonwood canyons is wrong. The correct objective is to save these fragile canyons for the use of present and future residents of Utah. Plans to ensure</p>	sandy	02/28/2015
	<p>I am frustrated to see that there is no other way to access Little Cottonwood Canyon than through Alta. That means that if there is even one member of any family who snowboards the whole family is stuck. If I'm a tourist and someone who wants to spend their money wisely I'm not going to bother buying a pass that my whole family can't fully enjoy the benefits of. Please rethink the proposals to cater to ALL outdoor enthusiasts. Thank you for your time.</p>	Sandy	05/01/2015
	<p>I believe that a key part of the mountain accord should be to preserve the "wild" experience one gets while in the mountains. As such, I don't think a train or aerial tram belong in the mountains. A bus service that is fast, efficient, and cheap would be able to use the already existing roads in the mountains, hereby limiting construction and resultant noise and physical pollution. In addition, it would be able to be implemented very quickly. Even limiting the daily amount of cars allowed up the canyons or implementing a mandatory amount of people required per car would make a huge difference.</p>	Sandy	05/01/2015
	<p>If by "transit system" you mean clear sustainable bus system up Little Cottonwood Canyon for instance it makes a lot of sense. If you mean a rail system instead it makes no sense what-so-ever. If by vibrant economy your mean Sandy's "Ultimate Basecamp" development with promised access to the Wasatch as if it's a commodity to be offered and bought, it becomes outrageous.</p>	Sandy (Salt Lake County)	04/16/2015
	<p>Very difficult to conclude due to generalities and unsubstantiated claims. I anxiously await more detail. When assessing the goals of the Accord, my belief is that the watershed comes first, the broader environment comes next, recreation possibilities after that, then transportation and the economic benefits. From what is written, it seems like these interests are considered to have equal weight. I don't agree.</p>	Sandy (Wasatch Resort, LCC)	03/17/2015
	<p>I think it is vital that our communities look at future Mass Transit alternatives, something other than driving cars up and down the canyon. I applaud the efforts being made by all involved parties and look forward to seeing this become a reality.</p>	Sandy City	02/16/2015
	<p>very worried about Little Cottonwood Canyon and proposed transportation especially a train not enough info on route and it's impact on the canyon</p>	sandy ut	04/30/2015
	<p>I do not want to lose access to the most beautiful mountain areas in the world for picnics, and recreation such as hiking. I am not in favor of a train being placed up either canyon, and feel that a few changes on the current roads are more favorable for families to enjoy these areas. I am not in favor of a double lane highway way either, but believe that certain areas could be made more adequate for passing lanes etc. I do not want a train nor double lane highways up either Big or Little Cottonwood Canyon.</p>	Sandy, Sandy	03/10/2015
	<p>1. The blueprint only includes a plan that is not only environmentally detrimental to Little Cottonwood Canyon but is also extremely expensive for Utahns (most of whom do not use the ski resorts). Less expensive and less environmentally damaging alternatives need to be included. 2. There are far better uses to which these funds could be used that would benefit all Utahns. A better bus service would serve the same purpose and be a lot less expensive. 3. The blueprint does not protect watershed health, water supply or water quality. 4. The plan will only benefit a small amount of Utahns. 5. The last two winters have had below average snowfalls. This may be the case in years to come making mass transportation a non-issue. 6. There are more Utahns that use the biking and hiking trails than use the ski resorts. Having a train running through the canyon would greatly diminish the experience as well as pose a safety hazard. 7. It is not wise to build a new rail line on a mountain that is sitting on a major fault line as well as prone to rockslides, mudslides, wildfires etc. The present road is already at enough risk of these hazards.</p>	Sandy, UT	04/17/2015
	<p>all of the possibilities are covered the public needs to respond and the best cost effective solution needs to be discussed.</p>	Sandy, UT	03/26/2015
	<p>Alternate, flexible transportation plans need to be developed and tested before numerating the options for the EIS.</p>	Sandy, UT	02/23/2015
	<p>Do not implement the initiatives within the Mountain Accord. Do not implement mass transit, the building of tunnels, and development of green space. Our streams/rivers will be covered over. We will not have the pristine conditions that we have now. Houses, condos, hotels, stores, and other facilities will be planted within these mountains. We need wide open spaces. We need an escape from the pollution of the Wasatch front, where we have one of the highest particulate levels within the country. We will lose access to the canyons. We will be cut off to hiking trails. Where are our representatives? Why aren't they looking out for their people? I am one of them. I would like someone to look out for my family, my neighbors, my environment, for everything that is good in these mountain ranges.</p>	Sandy, UT	02/28/2015
	<p>Eliminate plans for building light rail in Little Cottonwood Canyon and anywhere else it is being considered. No connecting gondolas between resorts.</p>	Sandy, UT	04/30/2015
	<p>I think a "bus system" to/in the canyons will never work very well because people generally view bus service as inconvenient and complicated. Instead, I recommend a shuttle service, in which a vehicle (it can be a bus) continuously drives from the bottom of the canyons to the top (and back). This may require more parking lots at the bottom of the canyons, but would be worth it. The shuttle system may even need to be free, in order for it to be viewed as a painless way to access the upper canyons.</p>	Sandy, UT	03/14/2015
	<p>It seems as if there are still a lot of unanswered questions. Such why would we gain private lands &amp; then lose public lands? Also why resorts would be receiving more access to water for snow making? It doesn't seem to outline how we are going to conserve this precious resource. There is a lot of information to process here &amp; I might have overlooked something too.</p>	Sandy, Ut	04/26/2015
	<p>Placing a rail system in the Cottonwood canyons as well as tunnels is going to ruin the canyons. All that needs to be done is to provide more frequent bus service in the summer. Connecting the ski resorts via a lift system will ruin the canyon environment. t vacationers on a 2 to 3 ski day ski vacation don't even ski the entire ski area they are visiting. What makes you think if you give the option to go to seven different resorts they're going to do that. It's a novelty that will wear off with the result of the environment having to pay for it. With regards to the "vibrant economy" the ski resorts provide why is it that the ski resorts are paying their workers the same wages they were over 20 years ago and lift ticket prices have quadrupled. Very little of the ski resort sales benefit the community</p>	Sandy, ut	03/15/2015
	<p>The conceptual framework of Mountain Accord is flawed as it pits human created constructs of economy against the natural environment. This is illogical as the Wasatch Mountains are a limited resource that can very quickly be destroyed and never return to its former state, and the economy is a human construct that has no limits or bounds and can be strengthened in a variety of ways. Mountain Accord in many instances is sacrificing the non-renewable resource of the remaining wildness of the Wasatch mountains for "economic development" that will benefit very few at the cost to the environment, which benefits all. Any economic development promoted or paid for by public entities must be egalitarian and try to benefit the many, while reducing environmental and social costs. The Wasatch Mountains have undergone a continued siege of development and infrastructure expansion over the past 50-100 years, and it is time to stop expansion into the remaining wild and undeveloped areas that are left. Compromise after compromise has eaten away at wilderness quality lands, and it is time to stop the compromising. The Wasatch Mountains have been compromised enough. Finally, there has been little inclusion of environmental and social justice in the discussions of Mountain Accord. The participants have primarily been affluent citizens who have a limited perspective on how Mountain Accord can benefit all citizens of Utah. The Mountain Accord should include triple bottom line thinking, which does include the environment and the economy, but also includes social justice and welfare. The Wasatch Mountains cannot be just an elite recreation area for those that can pay the &gt;\$100 ski tickets. These lands are a public good that needs to be available to all and protected by all.</p>	Sandy, UT	05/01/2015
	<p>I don't think anything should change. I've been in Salt Lake Metro area since March, 1978 and things have just gotten more developed and worse for an enjoyable life!!! We need to go back to better use of our natural resources!!!</p>	Sandy, Utah	04/26/2015
	<p>I fully support the Wasatch Backcountry Alliance recommendations on the Mountain Accord proposal. No interconnect tunnel or train. Increased interconnect only serves to increase commercial development. Commercial development is something that should NOT be a priority in such a special environmental area. Keep the ski areas within their current boundaries. Increased ski development is contrary to the economic and environmental protection for these unique areas. Perform land swaps immediately in Mt. Superior, grizzly gulch areas to maintain the ridge line as a park effects in LCC. Keep the Soltitude Honeycomb lift to it's existing foot print. Improve the bus access, dramatically increase number of buses and instal a reversible bus only lane on the existing road with environmentally esthetic avalanche sheds in high risk areas. A train and tunnels is a totally non stater economically and time frame wise DO NOT ALLOW THE MOUNTAIN ACCORD PROCESS TO BE MOSTLY AN INCREASE COMMERCIALIZATION PLAN. The lands you have are unique and must be preserved.</p>	Sandy, Utah	04/27/2015

	One of the greatest draws for employers and employees to the Wasatch front is the close availability or wilderness experience and recreation. As one who has enjoyed hiking in our Wasatch for many years I realize that means must be developed to reduce the impact of increased visitation on the environment. I greatly support the idea of frequent bus or shuttle service (every twenty or thirty minutes) and either disincentives such as fees or outright precluding of private vehicles up the canyons. Mill Creek parking and parking at many of the popular trailheads is already in short supply. I am very concerned about the potential environmental impacts of any inter-canyon construction. Certainly there are some economic benefits, but I question how construction, tailings etc. would be handled. If this can be accomplished without destroying or degrading critical habitat and wilderness quality, then I support it. Also, for improvement of trails and wilderness monitoring, perhaps a vote could be had to provide additional funds could be assessed for the needed construction, trail construction, maintenance, and monitoring.	Sandy, Utah	03/03/2015
	Where is equestrian access even considered? Horse trails are getting wiped out by development in the valley and we need to look at the canyons to preserve equestrian access for riders in the most populated areas in the State.	Sandy, Utah	03/16/2015
	I've lived in Little Cottonwood Canyon for 15 years - the proposed Blueprint drives significant traffic, disruption and environmental degradation to an area that is by virtue of its toplogy very narrow and fragile. The Blueprint drives toward more construction, facilities and traffic through a canyon under the auspices of economic growth and environmental and water preservation yet isn't clear on the preservation aspect of the plan. For example, Alta currently has challenges with visitors staying on the path. The plan doesn't include additional resources to monitor the fragile ecology of Alta.	Sandy/Little Cottonwood Canyon	03/14/2015
	No rail near or in the canyons. Never a connect to Park City area. No tunnels in mountains	sandy/unincorporated SL county	05/01/2015
	To whom it may concern I think the canyons are too fragile for the large scale integrated transportation plan you outline here. I am against linking the resorts. I am in favor of light rail in Little and Big Cottonwood Canyons. I am in favor of buses in the canyons. I am in favor of a fee for vehicles to enter the canyons. That model worked well in Millcreek. Call if you have questions. Jeff Whiteley, 801 943 3648 Sent from my iPad	Sandy	03/16/2015
	I don't like the idea of any "fees" or "parking/pricing strategies" for the Wasatch. You should not have to pay a dime to access public land in the Wasatch. The good thing about having access to the Wasatch Mountains is that it is FREE recreation. I never use Mill Creek just because they charge you at the entrance. I think the tunnel idea is crazy, too expensive and too much engineering (plus were in an earthquake prone area). I think the tunnel concept in the plan distracts from an otherwise mostly good plan, the tunnels are ridiculous and should be completely taken out. I don't want my taxes to pay for tunnels and I don't want to see that much construction in the Wasatch. I do like the idea of a light rail system/train route up the canyons and to Park City though. I would prefer light rail over bus or any transit/connections of the canyons. I would support a light rail system to Park City and up the canyons. I think that should be the focus for the transportation portion.	Saratoga Springs	04/30/2015
	I would like to see much more on transit. To truly reduce our car reliance, we'll need to be bold and aggressive to tackle this challenge.	Saratoga Springs	04/25/2015
	I don't see how the supposed need to connect Alta with Brighton and/or Park City outweighs the impact to the landscape, watershed, and backcountry recreation, unless it's via a very deep tunnel.	Seattle, WA (formerly SLC, UT)	02/05/2015
	A railroad would be obtrusive and unnecessary. The road could be widened, at least in places, and bus service would more meet the needs of users by being more frequent in times that are needed. We live here, because we have skied, hiked, and camped in the Wasatch Mountains, right in our backyard, while living in a vibrant city. Don't mess up things with a railroad!	SLC	04/29/2015
	As our longtime (approaching 90 years!) non-profit wildlife-oriented group has previously stressed this effort has continued to fail to add wildlife value (and human-related safety) to its lists... As we feared, we still see NO evidence of ANY legitimate partner to represent our ongoing fears for both wildlife, nor the potential conflicts humans that have been ongoing, and are apparently NOT going to be resolved through the Accord's efforts - mostly it is ALL about making money! It is note worthy that in a public announcement by a representative of the Utah Division of Wildlife Resources at a recent Utah Wildlife Board Central Region Advisory Committee meeting that their Division had basically "written off" any optimism for any progress relative to this Accord, and had not really participated in the effort to deal with wildlife/human interactions! We find the Accord's lack of at least trying to find ANYONE who would attempt to represent the ongoing issues that often result in the death of both wildlife and humans alike. We take that to mean that the Accord does not REALLY care about wildlife/human interactions. So far, we see all of the Accord's statements relative to wildlife to be "classic" smoke-and-mirrors, flowery, general statements that will NOT result in any real solutions to obvious problems - embarrassing at best! We offer once again, and for the final time, an opportunity to engage us, and our decades of experience in dealing with Wasatch Canyons/wildlife issues... Salt Lake County Fish and Game Association, 801-596-1536	SLC	03/12/2015
	By finding ways to shuttle more people to the backcountry, how are you protecting it?	SLC	02/04/2015
	Decreasing traffic and congestion is critical to quality of recreation and environmental preservation. I am in favor of mass transit up the canyons and would add traffic restrictions or fees at certain times.	slc	04/12/2015
	Do not support expanding ski resorts or creating tunnels. These proposals hurt the environment and take away from the fastest-growing ski demographic which is backcountry skiing. In addition this blueprint will obviously be of significant cost with questionable and likely marginal economic benefit.	SLC	04/27/2015
	HERE IS OUR 'STATE' CHERISH ITS NATURAL WONDERS, CHERISH THE NATURAL RESOURCES, CHERISH THE HISTORY AND ROMANCE AS A SACRED HERITAGE FOR YOUR CHILDREN AND YOUR CHILDREN'S CHILDREN, DO NOT LET SELFISH MEN OR GREEDY INTERESTS SKIN YOUR 'STATE OF ITS BEAUTY, ITS RICHES OR ITS ROMANCE. -THEODORE ROOSEVELT	SLC	05/02/2015
	I am opposed to the the connection of transit by road, rail, or tramway between the Cottonwood Canyon and the Park City ski areas. Construction and traffic will diminish the quality of the watershed, fragment contiguous terrestrial habitat, and diminish back country qualities. I am in favor of mass transit plans on existing roadbeds including rail between Park City and SLC.	SLC	04/26/2015
	I believe your plan is great! Well-reasoned & balanced with great vision for future needs. I have a hard time believing that it will ever come to fruition though, once it comes time to actually pay for building light rail up LCC. There are always too many other needs, & this will be seen as another argument for eastside vs westside, rich vs poor, recreation vs resident priorities. I hope you have plans in place on how to fight those battles, because I would love to see it happen!	SLC	03/11/2015
	I do not support the Mountain Accord Blueprint. Here are a few of my thoughts on the blueprint. 1) Ski resort visits nationwide are flat. A billion+ dollar investment is not a wise use of dollars, especially considering the last few years of below average snowfall. Backcountry usage has skyrocketed. If Utah is so desperate for ski tourism, this seems to be an obvious way to expand ski tourism to Utah, appeal to those that DON'T want to use the resort. 2) I cannot conceive of a way that this proposal will be paid for by anyone other than the Utah taxpayer. Why on Earth should I care about making travel to the ski resort easier for tourists? If the transit system is paid for by private investors, how do we prevent the cost from being overly expensive to local citizens? Ski tourists already bring a billion dollars to Utah every season. WITHOUT a train, mass transit system, or resort interconnect, why change a model that is already working? 3) The Cottonwood Canyons are the watershed for Salt Lake City, any additional development will negatively affect the water quality for hundreds of thousands of people. 4) Cars cannot be replaced with transit unless it is reliable and fast. Car usage should remain unrestricted for those not interested in resort usage. 5) The opinions of people who DO NOT live in Utah should be disregarded. If those people want to ruin the outdoor spaces in their home states with gondolas, trains, and ski lifts, that's their business. Utahans need to take a long view on development and realize that natural attractions are a huge part of tourism. 6) A pay for use system is unacceptable. Taxpayers already fund the Forest Service through federal taxes, in my mind, I have already paid for access.	SLC	04/09/2015
	I don't like the idea of connecting Park City to Big and Little cottonwood canyons. Though I do think that there should be transportation up and down the canyons, just not connect them all together.	SLC	03/08/2015
	I feel the only benefits will be to the developers, big business, and political leaders of the state of Utah. Once again the losers are the general public, tax payers, environment and the animals within that environment. Have the factors of acid mine drainage, the disposal of the tailings from the tunnels, the heavy metal that will be exposed, the mass-wasting and the sewer water contaminates, to include the deposition of great amount of TDS, changing of the waters pH, the disruption of the water shed, the disruption of the ground water flow. Have the construction damage to the environment been evaluated, we are suffering the consequences of the Kennecott mining. And will for century's to come. Will the results become a new super fund site as now Kennecott is, as Vitro is as the actions of people just like the ones proposing the Mountain Accord have become, leaving the toxic waste and remnants to be once again cleaned up by tax payers. I would ask you to explain to whom and to the amounts of the finical gains would be benefit. Nothing is done in this world with out great finical gain to some group. As we all know heavy metals cause cancers, acid-mine drainage in to our ground water (as that is Park City) is a major cause of cancers, mutations in our children. Digging such tunnels will expose great amounts of leads, arsenic, and other toxic metals. I feel that if this project the Mountain Accord if allowed to go through, it will be yet another stupid mistake, by the people the public has entrusted to do the right thing for the environment and the people of the state of Utah. But as in the past it is the future generations that will have to clean up the mess and suffer the consequences, but as the saying goes "STUPID IS AS STUPID DOES"	SLC	04/23/2015
	I genuinely feel like the water shed protection is a major concern for MA. However I feel like the MA fails to come up with a viable transportation solution. The amount of money, hours and natural resources it would take to run a train from PC to LCC does not seem like an environmentally conscious plan at all. There seems like there is a mad rush to do something big... to go from zero to hero as far as transportation. In my opinion it's just not necessary. There are things the resorts could implement tomorrow if they wanted to, to improve the situation. Let's make steps toward the goal... steps that aren't as permanent as tunnels and trains.	SLC	03/16/2015
	I notice an aerial tram between Solitude and Park City. This does nothing to relieve traffic congestion in the canyons! It is a gimmick proposed by the ski resorts and it will detract from the beauty of the canyons and IS NOT an environmentally sound transit system nor does it promote environmental stewardship. I am unalterably opposed to this ridiculous idea which will cost tons of money and serve no beneficial purpose to the wildlife, plants, air, or animals.	SLC	03/02/2015
	I support the idea of transfer of parcels of prime backcountry ski terrain to the public in exchange for land near the resorts' base areas that can be used for development. Significant thought should be given to limiting traffic by limiting &/or charging for parking. I am very opposed to the tunnel idea. This would divert significant taxpayer funds to enable development. The current roads could be modified with avalanche tunnels, and all season bus service could be enhanced much more cheaply and without the substantial impacts of the proposed tunnels. I am very opposed to mountain rail system. Electric buses, with overhead catenary would reduce emissions.	SLC	04/14/2015
	I think that the train/ ski lift connect from the Wasatch Back to the Wasatch Front is a mistake. Existing roads should be improved and mass transit enhanced.	SLC	03/18/2015
	I want better transit up LCC, will the new rail system build be to great a danger for the health of the canyon or is it crucial we change the way we have been doing things.	slc	04/30/2015
	if the goal is to keep the natural beauty and legacy of the Wasatch mountains then I believe the solutions need to be less invasive, at least to begin with, pouring any new lanes our a train up little Cottonwood canyon would completely destroy it and it's legacy. There is a reason why during the Olympics in SLC it was decided that boo events would be held at Snowbird or Alta. That reason was because a good solution for changing that road couldn't be found. The is not room to widen the road or to build a train and still have a road because if the mountain on the north and the creek and homes on the south. I believe a bus system that runs consistently and frequently during heavy tourist months should be looked at and sampled before we talk about changing everything Little Cottonwood Canyon. Climbers, bikers and hikers are not going to want to continue using the area for recreation if they have to do it with a high speed train going by ten ft. away or within a few ft. of a 4 lane highway.	SLC	04/03/2015
	It is clear that the Mountain Accord Blueprint is catering to the faulty logic of the ski resorts. The resorts have a "build it and they will come" point of view. In fact, there is no data to support that expanding resorts will increase skier-days or revenue. If you query resort skiers, especially tourists who the resorts want to cater to, there is almost no interest in being able to ski at multiple resorts in a day. There is no additional lure for skiers to come to Utah for this reason. None. There are resort skiers and there are BackCountry skiers, and the vast majority of the time there is no mix between the two groups. Expanding into the backcountry by making it more accessible to resort skiers will not bring in more resort skiers. But it will drive away many local and visiting back country skiers who will find many of their prime areas destroyed. I believe the fastest growing segment of the ski industry are backcountry enthusiasts. In addition, while backcountry skiers are supporting mainly local ski shop businesses, most of the tourists coming for resorts are coming with their own equipment bought in another state. For all these reasons, it is certain that vastly expanding the canyon infrastructure for ski resort profit will be a failure and will destroy pristine terrain enjoyed by locals. This will ultimately hurt Utah's reputation as a great ski destination and will hurt the economy with wasteful taxpayer spending, as well as hurting local small businesses which cater to the backcountry community.	SLC	02/26/2015
	It's unknown now, but what trails will be affected? I like the idea of the Millcreek shuttle but I hope it won't be a "required" shuttle as in the National Parks.	SLC	05/01/2015
	Less development of the canyons and Wasatch is what will bring the best and most sustainable long term results. We must plan to keep these great natural resources for generations to come and stop destroying them for unnecessary greed now. I would like to see greater land protections, less development, and no trains running up any canyons.	Slc	04/18/2015
	Looks like a pig with lipstick to me. Just another expansion bid by big money disguised as valuable to the community. This is going to vastly impact the natural beauty of the canyons. I don't mind the tunnel or the land swap ideas. I think it's great to protect the watershed but I don't see how putting light rail in both Cottonwood canyons is going toward that goal. To facilitate light rail is going to require a railroad bed be cut the entire length of the canyon. Not only will this look hideous, it will interrupt and contaminate water flow. Like I said before you can put lipstick on it, but it's still a pig.	slc	02/05/2015
	Making Gardsman Road/Pass open year round would allow easy access from PC to BCC. Pave Gardsman and plow it in the winter. Don't add new chairlifts and limit ski area expansion!!! Promote human powered backcountry travel to allow a connection between the resorts. Allow ski guides to take people from resort to resort and offer a truly unique and low-impact ski experience!!!	SLC	02/11/2015

	Many vague ideas are proposed but details of the environmental impact of a rail system/ski area expansion of Solitude and Alta/Snowbird are vague. I understand this is a type of scoping document but these details are critical to how all of this fits together. Overall it is successful in getting all the players at the table for dialogue.	SLC	04/28/2015
	No expansion of Alta ski area lifts to Grizzly Gulch or Flagstaff.	slc	03/09/2015
	NO TUNNELS / NO TRAINS LAND SWAP SHOULD BE FAIR TO TAXPAYERS NO MORE SKI RESORT EXPANSION PERIOD	SLC	03/13/2015
	Stop emphasizing the value of economic "growth". A "vibrant economy" almost always means a dying habitat. Skip the train notion for Little Cottonwood canyon.	SLC	04/30/2015
	The Blueprint does not appear to adequately balance environmental and natural concerns with development interests. I appreciate the purpose and the mission statement but I am concerned that the process is simply a mechanism to cover an already determined eventual outcome.	Slc	05/01/2015
	The current number of people that access the described areas is near the maximal number that can concurrently use the space At times in the summer, you are heal to toe with the group in front of you. This proposal will make this problem worse. It seems that the proposal is designed to bring more people into the area. With little regard for the long term impact. It seems that a major portion of this proposal is designed to stimulate jobs and the economy of the Wasatch front (building a train, tunnels, the like). There should be better ways to use the economic resources. While the traffic in the BCC and LCC can be horrific, I did not see any suggestion for construction of large parking lots to allow people to use the proposed busses or train. I have taken the bus from tax and in the current state it is too slow, work on other fixes. E.g. charge to drive up, charge to park, this will generate funds to preserve the canyons, restrict flow and drive more people to use busses (especially if there are accessible park and ride lots with dedicated bus service). I think that there will need to be consideration for residents of the canyons etc but these are fine details. Long term impacts may include additional people wanting to live in the canyons as global warming increases..... What impact will there be on winter sports? I presentation in Park City (maybe a year ago) described warming temps such that there will be no winter sports in 50 years? Why set into motion a plan that does not take this massive change into the mix.	SLC	03/16/2015
	The goal of connecting LCC to Park City via tunnels and trains is reckless and counter-productive. Yes, to better transit up the canyons, but these "solutions" really sacrifice the environment for the benefit of he ski industry. Many visitors come to Utah for the wild scenery and the healthy natural environment -- to compromise those in favor of ski resort profit is to end up with an unhealthy environment and an unhealthy economy.	SLC	03/14/2015
	The idea of tunneling through our mountains, adding mountain light rail, and areal transportation to increase traffic through our mountains makes me sick to my stomach. Our natural mountain areas are one of our most valuable resources BECAUSE they are hard to get to, quiet, untouched, unscarred and unique. This a chance to protect those areas not dig right into them.	SLC	05/01/2015
	The more protected land the better. I think what you have going now is an excellent start.	SLC	04/30/2015
	The transportation blueprint not only needs to focus on Little and Big Cottonwood canyon but all of the transportation feeder systems including 9400 south the 6200 S freeway exit and wasatch Blvd from that point to the mouth of LCC. Many powder days the freeway is backup on the 6200 S exit.	SLC	05/01/2015
	There should not be any development of a rail line and/or tunnel between LCC and BCC without a substantial transfer of land from private ownership to USFS management to offset it. There must be no development of transportation infrastructure or ski lifts in the Catherine's Pass area.	SLC	02/07/2015
	These are my comments regarding the Mountain Accord Plan proposal. In general, the Plan appears to be overly costly and assumes the availability of funding. There is a limited amount of government public projects money available that should have created a more realistic project plan. If one billion is somehow acquired to build the tunnel and cog railway, then other mass transit services in the Salt Lake Valley will be hurt. That has happened in the past. In addition, these projects should compete with other projects with respect to cost effectiveness (cost per passenger) of transit. Note that some cog railways in the U.S. charge \$30+ per passenger and that is on top of the project cost. That cost is unreasonable and an inefficient use of funding. Also a cog railway will probably be electric due to the residents' concern about noise in the canyon. That will require power lines and rail power lines that will destroy the views of canyon visitors. Widening the roadway would provide a better and more cost effective way to get people up and down the canyons. Widening the shoulders for bicyclists would also help safety and be more cost effective than making the bike lanes able to handle big vehicles. Shoulders don't need to have a thick construction and can have deeper ridges to warn drivers if they are going onto the shoulder/bikeway. Bus service needs to be available year round and not be special for skiers. The canyons get visitors all year round. Buses should allow/encourage more bicyclists. Instead of big projects, simple and cheap proposals are a better and more realistic way to plan this area's future. This blueprint could take 50 years and we can do a more effective and realistic blueprint for a lot less money that can be done in less than 5 years.	SLC	05/02/2015
	Keep the public lands wild. There is enough development already. Require reduced energy use of existing development.	SLC	04/30/2015
	Utah Mountain Adventurers (UMA) feels the Blueprint could better meet the purpose of Mountain Accord by addressing the physical blocking of access to Rocky Mouth and other smaller canyons situated south of Bells and north of Orion Pratt Trailhead. Legal parking and easements for public access to forest recreation land are needed.	SLC	04/30/2015
	We should be looking at no expansion in the cottonwood canyons only preservation.	SLC	04/30/2015
	What a big topic. Here are some thoughts. Mountain accord thoughts. Background: Who I am: slc resident. Father of 3 young boys. Moved to the area bc of combination of job opportunity, cost of living and recreational quality specifically provided by the Wasatch and Utah as a whole. How we use the Wasatch: Our family skis as much as possible (although not enough)@ a resort in little cottonwood Love to mtn bike in the summer. Crest/big cottonwood/park city Escape the heat in the summer in various ways in the mountains. Thoughts on the Wasatch: 1.It's a finite resource. The range really is small. A single decision like expansion of one lift to one ridge can fundamentally alter the personality of the entire canyon. There isn't the option to "just head one ridge over". 2.Change is coming with more population. I applaud the effort to define the future, otherwise haphazard development can greatly degrade the experience we enjoy today. The primary focus needs to be protecting the positive qualities the Wasatch still has and fixing existing issues that will grow with increased visitation. 3.Drinking water and environmental quality are table stakes. Development restrictions/smart development need to happen. The debate is around how wild do we want this place. 4.Competitive advantage is important. A healthy outdoor recreation economy is a good thing and the Wasatch is an amazing resource that drives the experiences that bring people here to visit and stay. From a skiing point of view, my thoughts view on why visitors chose Utah boils down to: a.Easy access b.Annual snowfall c.Great terrain d.Experience That is the formula. As we ponder the future, policy should support those pillars. No effort needed on terrain. It's here. Snowfall, we need to care about that. It's a larger issue. Access already has challenges that need to be addressed, especially in Little Cottonwood. Experience: this is trickier. Each Canyon provides different experiences in the winter and connecting them poses risk to changing what is great about each one. Simply put, the Wasatch already has all the competitive advantages it needs to sustain competitive advantage in the recreation market. Over development is the biggest threat. 5.In the summertime: Trails and public access up the canyons is critical. Growing trails systems will add to competitive advantage. 6.Wilderness is critical and not just in the sense of the technical designation of Wilderness, but in the sense of avoiding changing the character of the range as a whole by developing roads, lifts, trails, trains, tunnels, etc. that will turn the range into a big ski area and degrade the experience @ resorts as well as fundamentally change the feel of the backcountry, the balance of which provides competitive advantage. In the summer time, human powered travel on trails should be enhanced. 7.Travel up and down Big but especially little CC canyon is terrible in the winter. Storm cycles and traffic volumes threaten competitive advantage. There's a better way, especially as more users are added. As I think about the Wasatch I want my boys to inherit it is one where 500+ inches of high quality snow still falls, the traffic issues are better managed and the character, experiences and environmental quality of each canyon are preserved.	slc	05/01/2015
	You CANT combine the canyons, the unique aspects of each canyon will be diminished if this goes through. I do not support this, and would hate to have park city linked with snowbird and alta etc. Cut the crap.	slc	03/27/2015
	All I can say is that I am in total agreement with the "The Good, Bad, Ugly ----and Inevitably Ugly printed out in the last SAVE OUR CANYONS latest issue. It is on page 8 & 9 as I say, I am in total agreement with everything that was listed there. Thank you for letting me put my input in.	SLC Utah	03/31/2015
	I have skied the pertinent Wasatch resort and backcountry recreational areas for the past 35 years and have seen, and to a degree supported, considerable encroachments into former backcountry areas by the ski industry. To name a few: Brighton-Snake Creek, Crest, and Great Western chairlifts. Solitude-Resort rebuild after a period of total shutdown; Summit chairlift. Alta; Point Supreme chairlift. Snowbird; Baby Thunder; Mineral Basin and Baldy chairlifts. Park City/Park West/Canyons: Overall expansion and development too extensive to list. Deer Valley; Creation of an entire new resort. I believe a balance between resort/backcountry development has already been achieved in this rather small (by western USA and European standards) and delicate ecosystem. I oppose any further development. I would like to see the final Mountain Accord agreement deal mainly with transportation issues.	SLC, UT	04/17/2015
	It is all a BAD IDEA!!!	SLC, UT	03/12/2015
	I think this is a very level headed approach to planned development and stewardship of the most important resource that the Wasatch Front has, the Wasatch Range.	SLC, UT and Mancos, CO	04/30/2015
	Transportation is my main concern to stop so many autos and their exhaust in beautiful Little Cottonwood.	snowbird, ut	03/08/2015
	Blueprint seems to be geared solely to a rail system and not considering the alternative of a CNG or newer electric commuter bus shuttle system. In the event of a snow or rock avalanche, buses can be turned around, but a shuttle system would have to be put in place, to rescue stranded commuters on light rail, bringing one back to the bus system as a reliable fall back. Given the proximity to the fault lines, and the likelihood of an event, it would seem prudent that a Bus Rapid Transit system is far more desirable, less expensive to implement, and more flexible in the event of emergency, and easier to integrate with other services for going up and down the canyon. Obviously, another system would fair better for Canyons Interconnection if used along the tops of the canyons or the tunnel system despite the horrendous cost of tunneling - what about \$30 million per mile?	South Jordan	04/30/2015
	I am against change in our beautiful mountains. Especially the idea of building tunnels from one canyon to the other and expanding the ski resorts or anything commercial. I frequent the canyons on a weekly basis and do not want to have to ride a train or bus or some other type of transportation to get to my desired destination. I understand the need to conserve and protect the mountains, but I see this project as someone, or more than one, is trying to gain financially from all of this and I am totally against that. I love the mountains and want to be able to have free access to them any time I want as I've always had before. I've lived here for 49+ years. I grew up in Sandy and know the canyons well. Please don't change what we have and destroy it. Especially when the end goal is to make money. That sickens me.	South Jordan	04/30/2015
	I do not believe there has to be an interconnect between the ski areas, this is not Europe. We have the watershed that is very important to the Wasatch front and second the wildlife has to be protected around and between the ski areas. I think the land transfer idea is great for the protection of the watershed. I also think the idea of creating tunnels underneath the mountains is a bad idea. I think you can control the environment with the use of mass transit buses and tolls for parking vehicles.	south jordan	04/26/2015
	I like most of the solutions proposed by Mountain Accord, however, I am weary about Tunneling between Park City and the Cottonwood Canyons. I would like the see that be reevaluated after earlier aspects of Mountain Accord are implemented.	South Jordan	04/05/2015
	In one phrase - OVERPLANNED. It's moving in the wrong direction. The Cottonwood Canyons need less population not more and you are building in an infrastructure for more. People are a threat to these canyons, not all people, some respect but most don't. A high percentage of the disrespectful you would accommodate. These people have not learned to respect the mountains, nor will they. To connect the ski areas is disastrous, it only encourages the deterioration of the natural habitat. Utah is all about industry, from fossil fuel extraction to ski area expansion. It's near sighted and unsustainable. I applaud your efforts, but it's always the same thing this time in a more cooperative compromising exploitation. The solution is simple: stop ski area expansion, reduce uphill traffic, limit water consumption, enforce a building moratorium! Protect the canyons by prohibiting development and educating the public who use these lands to respect them. You're building in an irreversible complexity - keep it simple - NO MORE DEVELOPMENT!	South Jordan	04/30/2015
	On the map it shows that the land near Tibble Fork Reservoir may become private land. I am against this. This should should still be public access land for hiking and equestrian use. This area should not be privatized.	South Jordan	02/18/2015
	The plan to protect Federal land and purchase private land seems to be very ambitious (i.e. will Talisker and Vail Resorts support this plan?). If not, much of the accord seems to fall apart. Developing alternate plans now may allow for easier discussions in the future with less court involvement.	South Jordan	05/01/2015
	This does little to develop the skiing/snowboarding of the 7 resorts.	South Jordan	02/05/2015
	This proposal is wrong on so many levels. It is all about making money and nothing about saving our canyons and nature. This Grand Plan cannot take place! It angers me that people would even consider doing such things to our beautiful mountains. DO NOT DO THIS!!!!	South Jordan	02/08/2015
	It is hard for me to answer that question because of the way it is posed. Little Cottonwood Canyon is not that...A LITTLE canyon watershed. If this mountain accord plan is accomplished, that is when the citizens of Salt Lake County will realize they have been tricked into paying billions of dollars to feather the pockets of a few developers who could care less about what Salt Lake County really needs. We do not need to damage one of our precious watersheds and beautiful canyons just so wealthy skiers can access it more conveniently. We need to spend money on our east/west roads to relieve the gridlock and we need to maintain the roads we already have. This canyon is a gem and when it is destroyed, it cannot be brought back. WE need to preserve what we have, not blast away the canyon for the sake of a few.	South Jordan, UT	04/30/2015

	<p>My idea for transit to Park City involves the entire Wasatch Back. I believe commuter rail to Park City through Provo Canyon, Parleys canyon, and a connection to Ogden via Echo canyon would bring vast improvements and developments to the entire Wasatch region. Historic and semi-active rail right of ways already exist in developed and developing areas, such as the Vivian Park to Heber Valley Limited Railway, and Park City's historic "Trail Trail." As I see it, there could potentially be four new ski resorts in the Wasatch, near Jordanelle and Echo Reservoirs. As well as near Morgan. As for a Parley's Canyon rail line, Trax would be well serving for the various festivities and events happening in Park City. I would propose building an elevated light rail line above Interstate 80 for much of the route, only deviating to follow the less-steep historically graded Parley's Summit Road once past Lambs Canyon, which becomes Kibby Road. It would meet up with a Frontrunner spur at Kearns Blvd. Further, I would propose a much-less-costly twin tram system between Park City and both Cottonwood Canyons. Trams would be able to be built minimally invasively without contaminating the watershed as well as providing a world class view of the mighty fortress of the Wasatch. The Frontrunner line would begin with a flyover in Provo adjacent to the current Provo City Center Station, and follow the existing historic rail trail, which has been out of use by trains since the 1960s. Were the trains elevated, the popular hiking trail could still be utilized by enthusiasts. By 2050 the region will be home to 10 million people. I propose beginning the upgrades now rather than waiting. The Wasatch Loop, as I call it, will someday potentially ferry olympians (winter or summer) and other sports and thrill seekers throughout the most accessible scenic mountains in North America. Utah really is God's backyard.</p>	South Jordan, Utah	03/08/2015
	<p>I grew up hiking and climbing in the Wasatch. I worked in Big and Little Cottonwood Canyons for the US Forest Service for 5 years while getting my Bachelor's degree in Geology at the University of Utah. I went on to do my Master's research in the area between Alta and Brighton. For the past decade I have made several trips a year to visit family in the area and never miss the chance to spend time in the Wasatch. I know those canyons well and appreciate the effort that is being made to preserve the area in light of inevitable growth. I have considered moving back to the area but simply cannot due to the air quality in the valley and the required commute if I were to live in the mountains. I am concerned that the proposed transportation options will affect access to rock climbing, especially in Little Cottonwood Canyon. Little Cottonwood Canyon is a world famous climbing area. Many of the rocks and boulders we enjoy are close to the road and may lie in the path of the proposed light rail. While I wholeheartedly support a light rail system in the canyons, I fear the rocks and boulders I have enjoyed since the 1980s will be destroyed to make room for the rail. I urge you to work closely with the Salt Lake Climber's Alliance to identify boulders and access points that are important to the climbing community. They did a fantastic job of working with the LDS Church to preserve access and rocks during the quarrying operations over a decade ago. At the risk of sounding like a radical, my vision for Little Cottonwood Canyon has always been to have it served almost entirely by light rail with frequent stops and a well maintained trail system in the more desirable areas. I have no doubt this would cut down on the time it takes most people to get up the canyon and would certainly save countless break pads as they came down. Rental cars or other options could be made available in the mountain towns. Finally, if more development (housing or commercial) is approved I think it is imperative to emphasize sustainable development. Please reduce the impacts to the watershed and ecosystems by requiring developments to have small footprints that require a minimum of travel to obtain required goods and services. Please prohibit Grizzly Gulch and other areas from being developed with sprawling luxury homes or resorts that require constant vehicle traffic to service them.</p>	South Lake Tahoe, CA	02/14/2015
	<p>I am in agreement with the Wasatch Backcountry Alliance's stance on the blueprint as it stands.</p>	South Salt Lake	04/30/2015
	<p>In the area of environmentally sustainable transport it's difficult to see how an EIS/NEPA document would support a train system being built in the canyon. Increased alternative fuel bus service is preferred and more environmentally sustainable, so that a new road and rail track system does not need to be built.</p>	South Salt Lake	05/01/2015
	<p>For the little Cottonwood Canyon/Park city area, I support transportation alternatives A and B; I am opposed to alternatives C and D. I am opposed to C because of its visual and environmental impact. I am opposed to D because I am quite certain improved transportation cannot be accomplished without additional transportation infrastructure as in A and B.</p>	South Salt Lake City	03/12/2015
	<p>IMHO, my concern is to give bikeskier access everywhere it currently exists, and reduce the passenger car traffic with better public transit. I have to question building additional infrastructure to support a rail line (Little and Big Cottonwoods), because I do not know the impact it would have on the canyons. Zion has a great bus system - couldn't we explore something where we could use existing infrastructure?</p>	South Salt Lake, UT	03/05/2015
	<p>I feel this will only inundate our mountains with sound and air pollution. I feel that a train up to Park City would be beneficial, but we should not put a train up Big and Little Cottonwood. Nor should we connect those canyons with the other canyons by train. It would destroy the peace that we have in the mountains. Let's keep our wilderness wilderness.</p>	South Weber	02/05/2015
	<p>The sustainability of the transit system depends on the final design. Why must Park City be served via the Cottonwoods? Park City should have its own train system independent from the other places. Why would people go all the way when they can have the same or better skiing on the way?</p>	St. George, UT	03/09/2015
	<p>The blueprint is too vague to be able to respond confidently to your questions. I applaud the efforts taken so far by all the stakeholders, but the only area of the blueprint that provides enough specificity is Transportation. It appears that the other areas of the plan outline "idealized" concepts that are not much different from those currently being planned for. With regard to the Environmental protections, each of the possible protection categories have pros &amp; cons. It is also unclear to me what type of "enhanced" environmental protections for water quality, habitat restoration, etc. are being proposed by the blueprint that are in addition to those that are already required being done. The entire blueprint seems targeted at the ski industry, especially in the Cottonwood Canyons. I see no significant benefit to Summit County, other than some intermountain trail connections. It does not address needs of commuters and local employers &amp; workers. With climate change, and the results of a recent study conducted by Park City regarding the future of the ski industry, it seems prudent to start planning for a diversified economy which will bring more commuters into and out of Summit County and Park City. I do not see a plan for working with local governments to address these impacts. I also do not see how this plan will assist local governments/businesses to supply the ancillary transportation required to get people from the hubs to their individual destinations. I want more data and information before I will be able to say whether or not I support this plan.</p>	Summit county	02/28/2015
	<p>There should be more focusing on better bus transit options so that the mountains can be accessed and preserved without additional disturbance and development. I believe that the methods with least environmental impact should be the number one priority. The mountain accord as proposed would destroy the individual character of each of the three areas (PC, BCC, LCC). It looks to me like this transportation plan has become heavily influenced by development interests and viewed as a real estate development opportunity.</p>	Summit Park, UT	04/16/2015
	<p>Don't cave in to the nay-sayers! We MUST have a better plan (out side the box of what the rest of this country does) for our transportation. Linking the resorts by rail is a must. Don't let our I-80 become a replica of the Bay Area's I-80 or Denver's I-70, where a Friday or Sunday resort "kormuue" just isn't tolerated (so many in SF or Denver feel they must drive "up" on Thursday or "return home" so early Sunday it impacts one's ski day). If we don't add rail up I-80 and create a new Hwy 224 corridor transportation mode (maybe dramatically increased bus service can manage the latter) we will replicate what the Bay Area and Denver have, for sure.</p>	Sun Peak area of Park City	03/11/2015
	<p>BRT or Rail should be considered on Parley's Canyon to Park City. Why is only Little Cottonwood being considered for those options? There are no traffic volumes to back up that decision, we shouldn't eliminate options until we have the data to back up that decision. Expanding the footprint of Little Cottonwood would be more impactful than a BRT on I-80, mixed in with traffic. This is why I gave poor remarks on my rating of the plan. We can't only consider Little Cottonwood as the only enhanced transit option, especially when we have no traffic volume data to back up that decision. Please put improved transit connections via I-80 back on the table for discussion. We need another corridor to choose from, as the environmental impacts to Little Cottonwood have the potential to be very high with an exclusive transit option.</p>	Taylorsville	03/17/2015
	<p>Environment - the idea of procuring land and protecting it is sound. This is perhaps the most important part of this plan. Without the land being protected, everything else falls apart and is largely irrelevant. If the land is not there, then the value of the Wasatch becomes zero. Recreation - protecting backcountry access is critical. The SkiLink and One Wasatch ideas are not good for our area. There is no need to connect all of the ski areas. Each one of them is unique and has its own personality. That would be destroyed if they are connected. The backcountry is something that I enjoy and if access is cut off due to development, then something essential to the Wasatch is lost. Economy - the idea of development around transit centers makes sense, and anything we can do to help reduce sprawl is good. One thing that needs to be thought about is how do private companies get on board. Most companies in this country do very little to be flexible with their employees. This flexibility would absolutely be needed if the ideas are to work. Transportation - the idea of parking fees is one that I do not like. While I would love to see more people use transit, I still value the freedom to take my car if I want to. I also don't see any need to connect the Cottonwoods to Park City. There is little use for this as both areas are separate and unique to themselves. All in all, I think the Blueprint is well thought out and comprehensive. However, I think that there are several issues that will make it difficult. First, the cost is going to be extraordinary. This state has little appetite for raising money, especially for ideas like protecting the wonderful forestland we have. If this were for developing the Wasatch willy nilly, then the cost would be of little concern. At the moment, the political courage and will is lacking. Second, there is very little appetite for cooperating with the Federal government in this state. Some of the proposed ideas would require that cooperation. Since the Federal government is in a much better position to be a proper steward of the land, getting that cooperation will be critical. Again, at the moment, the political courage and will is lacking. Finally, I still question the need to connect the Wasatch Front and Back to this degree. While I enjoy both sides, there still seems to me to be very little in common. Just from the perspective of the ski areas, I don't want Brighton, where I ski, to become to tourist focused and developed, like the resorts in Park City or at Snowbird. We will see what Deer Valley has in mind for Solitude, but I am not sure I look forward to what is to come. While I think that there has been a lot of good work done, and there are some good ideas here, I believe that there is still much to do and to think about while we progress on this idea. I do thank everyone for their work and look forward to being involved in the future. This is my home and the home of my daughter and I want it to continue to be a great place to live! Thank you.</p>	Taylorsville	03/29/2015
	<p>I think the draft Blueprint is an excellent step in achieving the objectives of the Mountain Accord process. Perhaps a draft timeline could be developed that would show which proposed actions could or would be undertaken now, and which would be initiated after the final iteration of the document is approved, along with rough estimated completion times (months, years, etc.)</p>	Taylorsville	05/01/2015
	<p>More advertising to communities and businesses</p>	Taylorsville	03/10/2015
	<p>Much less emphasis on greedy development and much stronger focus on preservation.</p>	Theocracy Utah	03/12/2015
	<p>Quality</p>	Toronto	03/16/2015
	<p>I grew up in Salt Lake, and while I've lived out of state for the last 10 years in both Colorado and British Columbia, I continue to spend most of my vacations coming back to Utah to recreate. I hope to one day move back to SLC, and I consider myself a long-term stakeholder. The only concrete thing this blueprint says is that ski resorts develop the bottom of their mountains and the public pays for better transit options to get there. Everything else is distant abstraction. Further ski resort growth just puts off the problems by another decade, maybe. The Cottonwood Canyons are too small to try to model after big mountain towns like Vail or Steamboat or Whistler. These canyons need to be viewed as the de facto public parks that they are. The ready access to primitive wilderness they provide is one of the few universally appreciated things Salt Lake, and Utah in general, has going for it. Turning them into outdoor malls is a mistake, as it significantly detracts from the quality of life for the entire Wasatch Front. Focusing the tourism base (hotels, restaurants, etc) at the mouth of the canyons, with good transit access, will expose the valley to more tourism dollars than just containing those dollars to a small resort town and a few profiteers. Colorado is full of mountain towns that have the space to be fun and successful. Trying to compete with that is foolishness, given the Wasatch's small footprint. The brand should be an urban/mountain combination, showcasing Salt Lake's great food and arts culture. The brand should be rugged, primitive wilderness, which better suits Utah as a whole. There is an appetite for primitive wilderness in the younger generations; baby boomers won't be skiing much longer by the time this plan is implemented. The tourism model I'm proposing does not maximize tourism dollars for ski resort owners, though I believe it does maximize tourism dollars for Wasatch Front citizens, as well as improve their way of life.</p>	Vancouver, BC	05/01/2015
	<p>Amy Cheney Seymour--less traffic, safe skiing...ONE WASATCH!</p>	Vermontville	04/30/2015
	<p>Visiting Summit County frequently, I know the transportation is a great concern. I'm in favor of a transit system such as light rail. Depending on the development desires of the corridor a gondola system such as what's in place in Telluride may assist access to various Mnt communities that start developing.</p>	Vernal	04/12/2015
	<p>I like the elimination of private property in the watershed and the increase in protected wild lands. I think the swap of some public lands close to the ski areas for all of the other private land is a win for everyone. However, I think what ever development is allowed in the Cottonwood Canyons should be limited to vertical development with no single family homes. I don't like the development spilling into American Fork Canyon. I think American Fork Canyon should be preserved for its water and view shed. The Transportation Plan needs more detail on how it will be carried out over time. Frankly I think that more roads will just lead to more cars and sprawl. I like the idea of light rail transit up Parleys to Kimball Junction, swing it past the Canyons Resort, and over to PCMR and Main Street, then run it out to Quinn's Junction. Long term I think that heavy rail from Provo to Ogden on the Wasatch Back should be considered as well. That would allow many tourists and locals more mobility to other Wasatch Back and Front areas without needing a car. It might be expensive, but I could get behind taxes for a system like that. Finally, I can see running a light rail system from Eastside Salt Lake Valley up Little Cottonwood and over to Park City.</p>	Wanship	02/23/2015
	<p>There needs to be a cap on economic growth in BCC and especially LCC. The transit plan presented in the blue seems to address only visitor volume, which in itself is not enough, instead of making it easier to bring more people into the mountains, more should be done to preserve and prevent overuse at the same time that better ways are developed to transit current visitor volume. Less cars in LCC is well overdue. But this can not be allowed to spiral into the abuse of land and over development by money hungry banks, investors, and greedy people that don't even care about these canyons. Stop growing the ski industry like a publically traded corporation which results in starbucks/Target/Mart style exploitation.</p>	Wanship , UT	05/01/2015
	<p>The Mountain Accord needs to respect the difference between the resorts it is planning on connecting. While Park City already has a lot of traffic, Alta is not subject to that. Alta is a special place and maintaining the differences between the resorts is important. This plan would increase circulation, ruining Alta's special characteristics and also allowing people to come for the day and return to Park City at night, hurting the Alta economy.</p>	Washington, D.C.	05/01/2015

	This work is long over due. I have skied Utah for many years. I consider the Salt Lake City public transportation system to be one of the best in the nation. We try to use it as much as feasible when we are visiting. Extending the light rail to the airport was a great move, now extend it to Park City and run it up the Cottonwood canyons. The protections for the watershed are of paramount importance and the plan seems to well address this issue.	West Bend, WI 53090	04/30/2015
	I think a well designed and run light rail up little cottonwood and continuing into Park city and beyond returning to SLC would take pressure off the environment by reducing auto traffic. As a result of adopting light rail the whole One Wasatch concept would be eliminated. Also the concept of any form of gondola transport from area to area should be eliminated as it would be visually as well as physically more disruptive to the Wasatch backcountry.	West Chester, PA	04/08/2015
	would like to see transit connections to Heber or Midway through the Provo Canyon in this proposal.	WEST JORDAN	05/01/2015
	DO NOT MOVE FORWARD WITH THIS, WE SALT LAKE CITY RESIDENTS DO NOT WANT THIS!!! GET IT OFF THE TABLE, WE WANT NO PART OF IT	west jordan	03/27/2015
	Fees like Mill Creek and Mirror Lake. No campfires ever! Other than designated fire rings at pay campgrounds (Spruces, etc.) Strong backcountry LNT and ethics programs across valley. For example: Backcountry etiquette such as be quiet, no disregarding switches, really educate backcountry respect for your fellow man. I've listened to too many life stories I did not need to know about while hiking the Wasatch. Keep the dog people out, enforce the leash laws in Mill Creek. Get rid of ORV travel, it's really not needed here. Limit vehicles. X-number per day.	West Jordan	02/05/2015
	Forcing backcountry pedestrian access into mass transit schedule and pricing it out of existence with fees will reduce mountain traffic for environmental protection, but it actually fails recreational use objectives miserably. Pedestrian recreation (hiking) is often difficult to quantify into a strict timeframe, hence automobile usage. I	West Jordan	02/28/2015
	I am pleased with the overall balanced approach to protecting the environment, improving canyon access, and protecting watershed resources. I am concerned with a plan that appears to benefit those with higher incomes more than those with moderate or lower incomes, IE access improvements benefits are much greater for Summit County than Salt Lake County. I am opposed to improving	West Jordan	04/30/2015
	I prefer more wilderness and no more development, even if it means limiting how many people per day can access the canyons.	West Jordan	02/05/2015
	Leave the Wasatch mountains as they are!! Promote the current bus system you have now so not so many people are driving up the canyon. Add more pick up and drop off lines.	west jordan	03/14/2015
	Please continue to solicit and communicate with residents of the greater Salt Lake area. My concerns are centered on congestion coming from the Park City area into the cottonwood canyons with the possible additions of transit links between them. I feel that an outdoor enthusiast should carefully pick which resort destination to visit and commit to that decision. If weather in PC is less than desirable, the cottonwood resorts could quickly become overwhelmed. Additionally, the economic benefits could power out the other factors in the accord, but hopefully they can be weighted appropriately. Environment shall take highest rank, as it is the only sustainable resource in play.	West Jordan	04/29/2015
	Sounds like some folks want to add more lanes to the cottonwood canyons. How about eco friendly busses in stead? and making the fare less than it would cost to drive.	West Jordan	03/15/2015
	Tunnels would seem to negate any complaints about disturbing existing scenic vistas, and will make transportation much safer.	West Jordan	04/30/2015
	I think expanding the canyons areas will have a negative impact to the environment and the community. Leave it how it is. It works, it is beautiful and doesn't need more people in it.	West Jordan	03/15/2015
	N/Aut	West Jordan	03/17/2015
	No tunnels trains!	west Jordan	05/01/2015
	I am very concerned and distrustful of further intrusion into the Wasatch. I am 59 years old. In that I have seen my access to cherished locations restricted, development of the foothills and forests greatly expanded, and the watershed damaged. While the rhetoric of this agreement is geared toward appeasing my concerns, I recognize the difference between rhetoric and reality. I see tremendous economic pressure to develop the Wasatch Range. The rhetoric and motivations for these proposals may not match. So I am saying that I can live with what is proposed. Any deviation would be met with the most activist opposition that I and those I can muster would mount. I do not want the Wasatch Front watershed or public access diminished by those with money or property acquisition designs.	West Jordan, Utah	04/26/2015
	Don't ruin our Mountains!!!! You will ruin where the wildlife live now... There is nothing good about this, except for your corporations to make money off of our mountains. DON'T DO IT!! DON'T DO ANY OF IT!!! DON'T RUIN OUR MOUNTAINS!!!	West Jordan0	03/13/2015
	1. I believe Mountain Accord is amiss in not placing more emphasis on active transportation solutions and making associated communities bike friendly as a stated goal; 2. Should a link between the Cottonwood Canyons to Park City become a reality I am opposed to any aerial connection such as a tram or fancy chair lift; 3. Recreation user conflicts between hikers and bikers on Central Wasatch trails is only going to get worse; I believe Mountain Accord is errant in not laying a groundwork to resolve this problem; 4. Increases in people populations will also increase dog populations, and ergo, there will be greater canine impact in the canyon watershed over time, as with hiker-biker conflicts; I believe Mountain Accord needs to be on record with a strategy to minimize dog presence in the Central Wasatch with alternatives such as using designated utility corridors crisscrossing the urban scape as off-leash dog parks.	West Valley City	02/17/2015
	Compromise is a necessary evil I guess, but to pander to the ski resorts is excessive, especially the Park City side Resorts. They can be treated at destination resorts. Too much compromise, some needed. These are areas that border wilderness, they should be buffer areas if possible.	West Valley City	05/02/2015
	I remember reading an article in City Weekly back in 94-95 about the growth of the Wasatch front. I think at the time they figured 20k-40k people a year would be moving in over a 40 year period. The expectation was that the Wasatch would look like our neighbors on the leeward side of the Rocky Mountains, the Megalopolis. I think those numbers declined but I haven't looked into it for a while. I hope this is more about forward thinking with regard to the expected population growth than anything else but I'm not settled into that thought quite yet. I do think that on given days our local canyons are busy. Parking in certain areas can be pretty hard to find. The transportation issue is a hard one for me now and I don't like the idea of it. How much more parking can be had on Wasatch Blvd. in order to make the proposed system worth it? More dirt being moved to line the upper east bench for black top, concrete and a train? Currently our light rail system doesn't make enough from ticket sales to cover daily operating expenses. From what I understand it needs federal funding to maintain. If fishing brings in more revenue to the state than skiing I don't see the sense.	West Valley City	05/01/2015
	I think that the intent is in the right place. My concern would be that there need to be real improvements to the transportation system to the canyons. For example, it is incredibly difficult as a skier from the west side of the valley to use the UTA Ski Bus. The Ski Bus is much improved on that of decades ago, but has a considerable way to go before it can really become an alternative to driving up and down the canyon. If the service were a bit more flexible and constant, and there were additional lots to ride from, not nestled only on the east side of the valley, I would certainly be much more enthusiastic about using the service rather than driving myself. I think specifically some points on the west side, some of the newer TRAX stations that have very good parking would be excellent spots to extend ski bus service to, especially considering all the new residential properties being built in the south west parts of the valley.	West Valley City	04/30/2015
	The Wasatch Mountains area needs to stay a wilderness area with closely controlled access and development. Once it's gone, it's gone forever. Let's not filled the pockets of developers at the expense of our beautiful mountains and water supply.	West Valley City	04/28/2015
	This blueprint does not provide any details on methods that will be used to fulfill many of the claims it makes. For example, in the environment section, under the "key actions" subsection, the blueprint claims that this construction project will help to preserve land, protect watershed, monitor environmental health, and protect and restore the environment. The blueprint also claims that it will provide transportation alternatives that will result in environmental benefits to the mountains. Is this claim based on the assumption that less people will drive in the canyon due to the proposed idea of charging fees for parking? This blueprint makes bold claims that are not backed up through explanations of the methods by which they will be carried out.	West Valley City	03/13/2015
	The proposal undermines the three main goals of the Accord. The focus appears to be on economic gain rather than protection of the environment. Not only would the proposal lead to environmental damage but the quality of the recreational experience that at present is one of the best in the world would markedly deteriorate. One need only ski the European ski areas or Vail to see how poor the ski experience is with large crowds.	Weston, MA	02/24/2015
	The cost of the railroad proposal dooms it from the beginning. It's a trillion dollar solution to what is mostly a 90, seasonal, transportation problem. People complain about \$100 lift tickets. The fare on that trail system would be double that and still require a huge subsidy. There is nothing sustainable in a plan that depends on a huge federal subsidy that can't be counted on long term.	Woodland	02/09/2015
	The rail system from Park City is in the wrong place so it is useless to commuters. Any rail to PC, which seems too expensive anyway, belongs in Parleys Canyon so there is year round use. The ski resorts should pay for their own parking on Wasatch Blvd, and shuttle their customers. Why should the non skiing taxpayer subsidize those private businesses?	Woodland	04/29/2015
	I am a strong proponent of the light rail or commuter rail systems. Since weather can be factor, and people using the wasatch want to be involved in the results of the weather, local residents could use a gear storage facility at perhaps the rail station. This would have to be a unique storage facility that would allow users of the light rail system, to store their gear and reduce the carry on problem. Most local residents have season passes at generally a specific area or have the favorite areas they like to frequent. This could also be a source of revenue to support the rail system. This would reduce the carry on load on the rail system, and make it easier to use and make the rail system more efficient.	Woodridge IL 60517	04/30/2015
<b>Please provide any additional feedback on the Cottonwood Canyons Scenario.</b>			
	The ski areas are getting a good deal.	Alpine	02/08/2015
	Do not allow the ski areas to expand. the canyons are already too crowded.	Alpine, Ut	04/30/2015
	Anything that prevents the construction of future buildings both commercial and private is good. A private cabin in the Wasatch brings a negative impact per person served far higher than any other legal activity in the canyon. The accord should not make possible the construction any commercial retail or commercial comfort structures. If a person requires a structure for comfort they should stay in the valley.	Alpine, Utah	03/15/2015
	I'm wondering how it is that water is so available now as I've watched for years while the Town of Alta has been in legal issues defending the lack of water? Wonder also about the access ports, locations of entries/exits of tunnels if the transportation heads towards light rail etc. to connect LCC & BCC & over to park city? Noise & light affects, schedules and user availability &/or probably scenarios? seems vague	Alta	03/10/2015
	I feel that the cottonwoods scenario will allow for the Alta ski area to benefit greatly from the ability to swap lands in the old town of alta/ cross tow area and set up a train station/ economic center. is this better for the town of Alta I'm not sure, it seems to allow for quite a bit more development than has been allowed in the past. The granting of 180 culinary water hookup seems to green light any construction they would need to do. I think if it is done tastefully it could be a boon for the town. I do like the protection of the lands above the town emma ridge line etc.	Alta	03/07/2015
	See my email regarding the proposed tunnels.	Alta	04/03/2015
	The land swaps seems to serve the ski areas' interests most.	Alta	03/16/2015
	The proposed land exchange could have a dramatic effect on the business environment in the Town of Alta. Historical conditions will be changed by allowing one business to gain control of the private land base in the Town. Land currently used under Special Use Permit that have private personal property constructed on it, are being considered as part of the exchange.	Alta	05/01/2015
	There has been too much emphasis placed on business interests and not enough on stewardship and reversing the mistakes of the past. Billions of Dollars on tunnels and swap lines! Money that will never be recoverable over a 100 year timeframe. How does that create a sustainably vibrant economy? More pandering to a ski industry that has already benefited so much from exclusive use of public land. Look at the map! Designate whats left for human powered. Require the ski areas to swap their key parcels of land (Grizzly, Emma, Flagstaff) for the land under their ski lifts, or pull out those lifts! Don't allow the ski areas more land for base area development. Just congestion charge/price LCC road. The market will find solutions (Uber, ride share vans, etc.)	Alta	05/01/2015
	We live in Alta year-round and are very concerned about the notion of a railroad being built up LCC. Where would it go? If on Hwy 210, there will be disruption to automobile access for years and severe avalanche danger all along the route probably requiring sheds to be built over both the rail line and the roadway. Sheds over the roadway will lead to severe black ice problems for drivers. If the railroad is on the south side of the canyon it will have to be carved mostly out of pristine nature and where does it go once it leaves Snowbird? Up the Bypass Road? There isn't enough room for two tracks and all the homeowners will violently object. Tunnel under Peruvian Ridge? Good luck! Across the Creek to the Hellgate Condos and then up Hwy 210? Severe avalanche issues and all homeowners along 210 will fight it. And the cost of building a rail line???? It has to be in the billions. It makes absolutely no sense when a high-speed tram or gondola could move the same number of people just as rapidly with a minimal impact on nature and the existing infrastructure. It is very clear the UTA just wants to build a railroad and is dismissing the tram/gondola solution without even considering it. All the "we are going to protect nature in the canyons" stuff is hypocritical nonsense if the solution to transportation issues is to construct a railroad (which will need 2 tracks!) up through a wilderness area. I'm disgusted.	Alta	02/10/2015
	I think the recreational backcountry and ski area user is well protected. A inter canyon summer trail network would be great!	Alta Utah	04/30/2015
	The locations of landscapes seem logical. However, I am concerned about too much development as a result of land at ski area bases going into private ownership.	Alta, UT	04/30/2015
	I feel strongly that Grizzly Gulch, the majority of which is owned by the Alta Ski Area, should be allowed to be developed for a ski lift and in-bounds skiing terrain.	Alta, Utah	04/29/2015

	Those public parcels proposed to become private currently provide access points to public land. If removed access would be further bottlenecked. Those public parcels are also prime watershed parcels. The private parcels on the north side of little cottonwood canyon are already mostly protected due to their topography. Further protection is needed but not through public ownership. A conservation easement on these parcels would be efficient enough to protect from development and mining. I also don't agree with further expansion of private lands and ski resorts into American Fork canyon. Snowbird has no need to grow into another canyon more that it already has. American Fork canyon currently a high use area, but is still able to maintain a wilderness experience. No need to take that away.	American Fork	04/14/2015
	Who benefits from Mountain Accord? A few ski resorts, the Forest Service in increased users fees. The FS makes \$110 Billion in canyon users fees nationwide. Bikers who will be using the tunnel. Why can't the 20% private land develop hotels, ski resorts, and commercial buildings, but the public lands can for the well connected. Everyone should have equal development rights with access to basic utilities not just public land owners. If SLC has 21,000 acres in the canyons, why is SLC objecting to placing conservation easements on its 21,000 acres? Conservation easements are forced on private land owners by public land owners who won't put conservation easements on 100% of their canyon land. Mountain Accord is a great process. It is doubtful many will change their minds, but collaboration will increase canyon unity.	American Fork, UT	02/22/2015
	It looks like the needs of the people who live in Utah - the second most arid state in the nation - has almost been ignored. Are we seriously supposed to believe that there will be more water to share among more people. Please use common sense.	Berkeley	04/30/2015
	email submitted with comments.	Big Cottonwood Canyon	05/01/2015
	I think you get my points from the last comment field	Bluffdale	03/15/2015
	I'm excited about the prospects here but I am hoping to see some kind of transit or rail line through Little Cottonwood Canyon that would connect the valley to the ski resorts and Park City. I believe it would be a huge boost to Utah's ski industry and overall economy. It would also help clean our air during the critical weeks of winter by taking cars off the roads and out of our canyons.	Bluffdale	02/05/2015
	Exchange of private and public land is a fantastic idea. HOWEVER, rigorous unbiased review of any and all proposed development in future ski resort base areas must be carried out. The undesired outcome of the scenario of a dense, high rise "city" rising at the base of ski resorts is not outside the realm of imagination. I foresee only an intensification of the battle between resorts to attract the out-of-state tourist by offering the newest, most luxurious, most pampering, most.....	Bluffdale, UT	03/31/2015
	I think it's good that land is getting protected but I do not think a rail system should be put in place in the canyon.	Bountiful	05/01/2015
	The taxpayers of the state of Utah would be on the hook for rail and tunnel construction. This hardly seems feasible in a fiscally conservative state. Suppose the taxpayers/legislature reject the cost of the proposed transportation option? Where will the accord be then? It seems like the ski resorts are asking for the moon	Bountiful	04/29/2015
	This is a classic example of a win-win situation; land that could be developed for active use is exchanged for land that should be preserved for passive activities.	Bountiful	04/30/2015
	Would ski lift ticket prices rise as resorts are interconnected? Would ticket prices be lower for Utah taxpayers?	Bountiful	03/21/2015
	I like the idea of trading 200 acres to the ski resorts in order to move 2000 acres from private to public land. I think Grizzly Gulch should be acquired and preserved as public land as a top priority. There should never be an aerial tram or highway connecting Alta, Brighton or Park City. I would prefer for the canyons to remain unconnected and unconnected to Park City, but if that is not possible, a tunnel is the only option. However, it would have to be for mass transit use only in order to prevent increased impacts to the canyons. I doubt it would be economically viable, but if so, tunnels work ok in Switzerland. I think the Natural Gas fueled shuttle bus system in Zion National Park works well (private autos prohibited) and I think a similar system might be an adequate (and most economical) option for the Cottonwood Canyons. The shuttle in ZNP runs frequently and stops where you need it to stop.	Bountiful, UT 84010	03/31/2015
	Reviewing the proposed land trade areas, there are very few which appear to be beneficial to the public and most are designed to benefit the resort owners. I don't see any benefit to trade land which can be developed to the ski resorts for land which is undeveloped and currently inaccessible. I would not trade away existing forest land under any circumstances. The parcels to be traded are much more accessible and valuable than the land which the resorts would be giving up.	Bountiful, Utah	03/14/2015
	I am a strong supporter of a rail transit system looping from SLC>LCC>BCC>PC>SLC. This can serve as a REAL transportation solution and reduce the need for car travel in the canyons, while allowing more recreationalists to get to the canyons for their outdoor experience.	Brighton	05/01/2015
	MountainAccord and other lobbying groups would need to assure the public that large corporate ski resort interests do not muscle their way into promising release of certain private lands in return for ski area expansion and then not delivering. Loss of access to public lands is continually becoming more restricted especially in winter. The blueprint must work toward specific measures and detail precise access points for public land users that are recorded by deed/statute or other means in perpetuity.	Brighton	04/14/2015
	No specific recommendations or plans for preservation of the ridgeline and surrounding areas between Guardsman Pass and Mill Creek Canyon. Access must be improved for recreation on both sides of the ridgeline without further ski area, residential or commercial development.	Brighton	04/23/2015
	Preserving the Environment, by increasing Development for Economic Gain??? Leave the development alone, improve transportation systems and do not expand the ski areas.	Brighton UT	04/13/2015
	A trail/rail system with limited stops from downtown SLC/SLC airport, up LCC (stopping at Alta and SB), through a tunnel into BCC (stopping at Brighton parking lot) A trail/rail system with limited stops from downtown SLC/SLC airport, up LCC (stopping at Alta and SB), through a tunnel into BCC (stopping at Brighton parking lot) through a tunnel to Park City (stopping in downtown PC) - is the best option for transportation, the environment, preservation, recreation, and all of the interested economies. With a rail system you will discourage driving, and better control mountain Access with limited stops, not only for skiers but for all recreation and mountain enjoyment. People do not like to ride buses and will not use them. Trains are comfortable and reliable and people will use them. Tunnels have minimal environmental impact and preserve natural aesthetics. The European countries which share the Alps also care deeply about their mountains and preserving the environments, rely on the mountains for recreation - and they are completely dependent on well thought-out train systems that very delicately transport millions of people through a very well preserved environment. Recreational demand on these mountains will only increase - so let's do it right and manage the recreational pressure with a rail system.	Brighton Utah	03/17/2015
	I am undecided on all of the above topics because it is very difficult to understand (from this web page) exactly what the proposed blueprint is! I see several options listed under "proposed blueprint" and it is not clear which is the most likely. It is obvious to me that the best option is the light rail train from SLC airport/downtown, south along the Wasatch Front, up LCC with stops in Alta and Snowbird, through a tunnel stopping in Brighton parking lot, and through another tunnel stopping in PC - and back again. I agree that the major concerns are environmental, economic and recreation. I believe the BCC's secluded reality, while part of its appeal, also make it difficult for homeowners to rent their properties in the winter. I have spent a lot of time skiing in France, Switzerland, Austria and Italy and it seems obvious to me that we need to follow their lead. While I lived in Zurich and Geneva I was able to take a train (with one or two easy changes) from both of these major city centers or the airports to the ski lift in Zermatt or Chamonix. No cars, no traffic and an incredible skiing experience. I would also say that with these train systems the European countries did a very good job preserving their environments in these mountains. In BCC or LCC, if you had a train system connecting to Park City residents and renters could take an evening ride over the mountain into Park City for dinner or after ski. This would be a huge boost for all three of these economies! It would discourage driving in the evening. Your proposal, while better than anything else I've seen, still excludes the possibility that BCC residents and renters will have evening access to the bars and restaurants in Park City. The very obvious option to me (and I believe one of your blueprints) would be to a light rail connect from SLC airport/downtown, south along the Wasatch front, up little Cottonwood with stops in SB and Alta, through a tunnel into Brighton parking lot and a stop there, and through another tunnel into Park City. For me, it seems very important that this train line will continue (perhaps less frequently) late into the evening so Park City could gain the Economic benefit of more BCC and LCC homeowners and renters using their restaurants. At the same time, with so many houses and cabins in BCC, an evening connection will provide an additional economic injection to Park City which should certainly be welcome! So with this necessary evening connection in mind, the light rail with the above connection (which done in the European manner could be minimal impact to the environment) is the obvious best option. If you can't do that (and I believe you can't) I believe you've lost all the interested parties, not just the ski resorts - Park City business owners (tax payers), BCC house/cabin owners (tax payers), ski resorts (large business and tax payers), the SLC and PC local governments (tax spenders). - why not look at this project as a public/private cooperation expanding the possibilities to include the light rail train system. This is absolutely the best option.	Brighton Utah	03/16/2015
	There is no reason to connect Park City to Big and Little Cottonwood. It will just put more pressure on the cottonwoods, which will degrade water quality for the city. It's a big step to the "urbanization of the mountains" which no one I know wants. Being in BCC for over 20 years a lot of us feel it's just a development play and a push to Urbanize the mountains for the gain of realtors and developers. Your 50k persons a day is perhaps 5 days a year at best and most of those numbers are on the park city side of the ridgeline. Let the real impact stay where it already is.	Brighton, UT	02/09/2015
	When it comes to the land trade options, it looks more like a land grab to me! There is too much development in the canyons already, we DO NOT need more development! The enemy to our canyons is development, period! Public lands need to remain public and if and whenever there is private lands that can be purchased and set aside as additional open space, I am adamantly in favor of it!	Brighton, Utah	03/06/2015
	All public land swaps for more private land holding are inappropriate. Alta does not need more accommodations. The Federal Government should have locked up most of the private lands made swaps years ago. Mining claims that have been allocated to benefit private interests are the kind of negligent actions on the part of the NFS and Federal Government. The overall cost of all Aerial Trams and above ground Rail Transport are not realistic and not feasible. The existing roadways need to be improved and upgraded. Public Transportation is minimal at best as it is. Public Transportation via buses appears to be a viable option if taken to the level it needs to be to accommodate the mass numbers that should be required to use it for Recreational Access. The Ski Areas should be playing a much bigger part in funding these options. Second and third Home owners should be taxed much more to fund many of these options. Full time Residents of the Canyons should receive tax credits that allow them to experience property taxes that are similar/relative to the other residents in Salt Lake County. Improvement/Redirection/ and Rebuilding of the infrastructure with regard to Guardsman Pass Road needs to be addressed. If Aerial Trams are deemed appropriate to transport Recreationalists from Summit County to The Cottonwoods, then Trams should not be allowed to drop Recreationalists off on the Ridges. They should only be used to Transport Recreationalists from base facilities to base facilities. The cost of these options should be primarily funded by the ski resorts. No more expansion of Ski Resorts should be allowed. All forms of Mass Transit should be offered for use 12 months of the year. Canyon Residents should be allowed to use their private vehicles. All other Recreationalist should be required to pay a day use fee as now implemented in Mill Creek Canyon. There should be strict enforcement in regard to acknowledging who is a year round resident, and anyone that is not living in their domicile for at least 75 percent of the year should be taxed accordingly. There should be Light Rail in the Salt Lake Valley that ties into and near the mouths of the Cottonwood Canyons. There should be Centralized Transportation Hubs where these Light Rails run, and then these should be tied into eco friendly bus systems that run adequately to get Recreationalist up the Canyons. Multi-level Parking structures need to be built to accommodate the cars that bring people to these Transportation Hubs. Specifically there needs to be more protection of the Cottonwood Canyons that in the upper reaches of the Canyons. The entire Canyon and all drainages need to be protected more strictly. Law enforcement needs to be increased by the Local Authorities as well as the NFS. The Highway systems in the Cottonwood Canyons need to be upgraded to include dedicated bus lanes, safe and adequately sized bike lanes, more Snowsheds in LCC, and a few in BCC. Gas X avalanche mitigation should be installed in all possible areas. All of these Highway System improvements need to be monitored and driven by EPA standards, and the existing creeks and water sources need to be improved to their natural state. Beavers and other wildlife that have been forced out of the Cottonwoods need to be restored. More enforcement needs to be allocated to police for the protection of the watersheds. Ski Areas and their funds from Real Estate and Lift Service dollars need to be monitored more strictly to help create an ongoing funding source that redirects their profits to support any of these improvements and future development. Along with this there needs to be a Recreationalist Tax fund created to help fund these improvements.	Brighton, Utah 84121	05/01/2015
	Over the snow transportation options need to be included through Grizzly Gulch	Centerville	02/05/2015
	I think this is a fantastic compromise. A train up the canyon would allow visitors such as myself to avoid renting a car. Over time would be fantastic if lodging options were developed down canyon near train station (predestination only villages). The train option is considerably more desirable than buses, which I'd be much less likely to use. Tunnel to Park City is fantastic idea as we'd likely lodge in Park City and take train to Cottonwoods to ski. In the summer would also use train to access hiking in Cottonwoods. Tunnel option to link to park city considerably more appealing than aerial link. Concentration of resort development at base highly appealing.	Chicago	02/09/2015
	I do not believe a tunnel between Park City and Big Cottonwood Canyon is in the best interest. Not that many people use guardsman pass right now in the summer when the road is open to justify the cost of building a tunnel. Building better roads and closing them in the winter like you do on Mirror Lake Highway or Immigration Canyon is a better and cheaper proposal.	Coalville	04/16/2015
	I am in favor of the protection of public lands. The public/private land trade make sense	Cottonwood heights	04/30/2015
	As I demonstrated above, the rail based, publicly funded scenario is beyond reality. I am fine with the land swaps, except they are too small. The land swaps should account for every acre that the ski resorts and principles (non-housing) own that is outside of their boundaries. The water rights should be thoroughly reviewed before being given to the resorts. The public give backs in trails and wilderness are minimal in comparison to the request for public funding. The resorts need the ability to expand base operations. They should be expanding up, not out. And the buildings should be built to LEED-Platinum and as close to net-zero as possible. Fire places need to be a thing of the past.	Cottonwood Heights	03/02/2015

	As stated above, there should be no physical expansion outside ski resort boundaries. I support Brighton taking control of Hidden Canyon; however, that can be done without new lift construction. Solitude should not be able to realign the Honeycomb lift, doing so will allow skiers from Solitude to access Silver Fork and return via the re-aligned lift. There should be no lift in Grizzly Gulch. While I can support a tunnel between the canyons, I do not support connecting the canyons, or Big Cottonwood Canyon to Park City via any sort of aerial tramway, gondola, or lift. Do not waste taxpayer dollars on pointless tunnels. Just put trains up the cottonwood canyons.	Cottonwood Heights Cottonwood Heights	05/01/2015 05/01/2015
	Everything looks ok to me regarding the Cottonwood Canyons land swaps, especially the "private lands in consideration to become public". However, the maps are in low resolution and hard to decipher exactly where these boundaries are. In addition, the most appalling new development (that seems to be attempted to be slid under the radar) is the "Public Lands in Consideration to become Private" in the American Fork basin (Utah County). What exactly does "public" to "private" mean in this specific case, and can we please be pointed in the direction of how to get more information on this??	Cottonwood Heights	02/12/2015
	Get ONE Wasatch on the table!	Cottonwood Heights	02/12/2015
	Horrible, what a terrible idea. This is stealing public and private land in the bottom of the Canyon for a Train that only benefits wealthy Ski Resort owners. Ski Resort Employees need to be required to ride a Bus. Expanded Bus service is needed.	Cottonwood Heights	03/13/2015
	I am skeptical of input being really considered for non commercial recreational opportunities. In this state business = God. The transportation entities that will have input UDOT and UTA are very flawed organizations. I don't trust they will serve the public needs.	Cottonwood Heights	03/23/2015
	I believe a lot more work needs to be done in terms of the hiking and mountainbiking trail network. We in the SL Valley need to develop a mtb biking plan like the one in PC and even Corner Canyon in Draper. There is a need to incorporate the Bonneville Shoreline trail in a more organized and structured way as well. I also hope that a detailed plan for trail networks up the canyons will be included.	Cottonwood Heights	03/09/2015
	I support this only if Grizzly Gulch is fully transitioned to public ownership (but not with a wilderness designation!). Alternatively Alta could maintain ownership but a long-term right-of-way agreement should be created that covers the entirety of grizzly gulch.	Cottonwood Heights	04/08/2015
	I think it's great to preserve the backcountry--hopefully that happens without any expansion of Alta, Snowbird, Brighton or Solitude. I agree that NO improvement to guardmans should happen. Making that road accessible year round would only make congestion worse in big cottonwood. It's already made it way worse in the summer months because of the recent paving of said road. Why is there an existing ski boundary area line (red line) in Utah county for Snowbird? It looks like it includes Mary Ellen's and not just mineral basin. I'm greatly opposed to Snowbird expanding any further -- especially in to Utah county. I'm generally concerned about losing public lands in American Fork canyon and losing any of the already limited motorcycle and 4x4 trails. We need an access motorcycle trail through Brighton (pioneer ridge) that would connect quite easily to Snake Creek and in turn American Fork canyon.	Cottonwood Heights	02/24/2015
	I think the effects of linking the ski resorts in the Upper Cottonwoods has potentially far-reaching and unforeseen effects, not to mention the fact that "public interests" are so great in number that it is hard to satisfy them all. As a recreational backcountry skier, a "wilderness experience" on skis is what I'm looking for when I go into the mountains via the ski resort. What I love about the upper Cottonwoods is that I can easily achieve that. Part of what facilitates this type of recreation is that very little commercial space associated with the resorts exists inside Big Cottonwood. It's a very "remote" feeling set of drainages, sandwiched between the hustle and bustle of Park City/Deer Valley and Little Cottonwood. To me, linking the three zones will take away much of that wilderness affect within Big Cottonwood, as it becomes the central hub for transfer between/to Park City and LCC. I would be in favor of a linkage system that does not allow for more than one egress point along its route between LCC and BCC, and between BCC and PC. For example, I do not support a lift going up Grizzly Gulch, since in my view, that almost guarantees that the whole Twin Lakes/Wolverine area becomes in bounds at some point. Rather, a tram or tunnel linking Alta to Brighton, and then Brighton to Park City, would do more to maintain a backcountry feel within the upper canyons. In my opinion, this type of transportation also necessitates that folks then hike for the bigger backcountry runs, exposes them (potentially) to more avalanche safety education, asks less of our avalanche control teams (which are already working virtually around the clock), and would funnel more tourists toward the services that the resorts offer, food & beverage, tickets, equipment sales/rentals, etc.	Cottonwood Heights	02/05/2015
	I think the scenario serves the rich people who will benefit from resort expansion.	Cottonwood Heights	03/02/2015
	I would recommend continued limitations on water usage for snow making. There isn't enough water available for this.	Cottonwood Heights	02/27/2015
	It does not benefit the people to take away the Land hundreds of people use every day like the Little Cottonwood Trail. The Land trade swap is a terrible idea.	Cottonwood Heights	04/29/2015
	It is not acceptable to destroy Little Cottonwood Canyon to make more Lanes or a Train. No Land swap is worth the destruction.	Cottonwood Heights	05/01/2015
	Lacks detail. Detail appears to be part of next steps. Almost feels like being a frog on warming water... If you present the hotter topics now you will get feedback. If you dilute the topics and propose them warmly, you will likely receive little guidance.	Cottonwood Heights	02/04/2015
	Little Cottonwood Canyon is too precious to build train tracks and bus lanes... please preserve the fragile beauty!	Cottonwood Heights	03/16/2015
	Mountain Accord Dear Board Members, Being fortunate to retire early my family was in the enviable position to pick where we would like to live. Having traveled extensively around the world gave us a myriad of locations from which to choose. In the end we chose Salt Lake City due to its incredible offerings in so many areas. One of the prime areas of interest to us was outdoor recreation. In our ever increasingly complex world outdoor recreation is a quality of life element that is not only important but essential to our existence. Since moving here almost two decades ago we have been extensively involved in our community. From volunteering thousands of hours to our local city of Cottonwood Heights, to working for Salt Lake County Emergency Management, to being on the Board of the Utah Avalanche Center, we have tried to give back to our community that has given so much to us. We applaud the foresight shown in your actions and are happy to see the competence in looking to the future and planning for the past. As they say "A good agreement is where everyone is a little unhappy". We think you have reached that middle ground. Our only request is that you keep the Albion Basin - Summer road and Grizzly Gulch area as a summer and winter recreation area for hikers, backcountry skiers, boarders, and snowshoers without further development or viewscape changes beyond the contiguous Alta area noted in your proposal. (From our reading it appears to be the same perspective as "Save our Canyons" and Peter Metcalf have presented. These are two of our most valued parties in quality of life preservation.) These recreation areas are some of the finest environments for first time users and guests to enjoy the Wasatch in a relatively safe and convenient manner. It is always the spot that we take visitors to see why we live here. Thank you for your foresight and efforts to find a balance that maintains a quality of life unmatched anywhere in the world. With respect, Florence and Roger Kehr and Family	Cottonwood Heights	02/05/2015
	My family utilizes and appreciates both the wilderness in the Cottonwood Canyons and ski resort areas. Rail is a potentially extremely expensive, but intriguing option, particularly if it offered access to Park City and allows bikes, etc. Rail would need to support stops at the bases of cottonwood canyons. Preservation and expansion of "wilderness" areas with dispersed recreation is extremely important. I very much support Grizzly gulch would need to be included as part of this preservation. I am not in favor of "One Wasatch" scenarios.	Cottonwood Heights	04/30/2015
	My personal fear is increased lift access will only later become a vehicle to facilitate future growth whether it be private or public development. The ability to find solitude (not the resort) in the Wasatch range is what makes it all so special. One can now get away from roads, people, lifts and just about anything in a short hike, ride, or BC ski.	Cottonwood Heights	04/26/2015
	No additional development of open space. I do not support the interconnect concept.	Cottonwood Heights	05/01/2015
	No extra lanes and no trains/tunnels. Buses only.	Cottonwood Heights	03/19/2015
	NO TRAINS IN THE COTTONWOOD CANYONS OR ALONG THE FOOTHILLS!!! NO TUNNELS THROUGH THE MOUNTAINS!!! USE HIGH SPEED BUSES FOR ALL SKIERS AND CONTINUE TO ALLOW HIKERS, ROCK CLIMBERS AND BACK COUNTRY SKIERS TO TRAVEL IN THEIR CARS	Cottonwood Heights	03/12/2015
	Not acceptable at all. You may Not destroy the lower Little Cottonwood Canyon to benefit a few back Country Skiers and rick Ski Resort owners.	Cottonwood Heights	04/29/2015
	Only benefits upper Canyon users and owners at the cost of those in the bottom. Not ok.	Cottonwood Heights	04/29/2015
	over 100 units at Alta - don't ruin a good thing. Move water for snow making - Where will this come from?	Cottonwood Heights	02/05/2015
	Please see comment above. In addition, I am concerned about expanded water use for snow-making. Where will this water allotment come from given certain population expansion and high likelihood of more warm, dry winters? I would also like to see consideration of a Wasatch National Monument.	Cottonwood Heights	03/16/2015
	restrict lift-served back-country/side-country/etc access. adding a tram to solitude from PC will seriously degrade back-country recreation for all by overloading traditional back-country areas. there is already a road that connects PC to BCC. run a bus for those that need to access BCC or LCC from PC. Keep lift served skiing in the ski resorts!	Cottonwood Heights	05/01/2015
	See previous comments	Cottonwood Heights	03/10/2015
	Since the Cottonwood canyons are a patchwork of public and private land parcels, I can accept the land swaps to consolidate land for resorts and public forest areas. I don't want to see additional expansion of ski resorts in the Cottonwood, and although I can be in favor of improvements to base facilities, I am not in favor of expanding skiable terrain or adding more lifts. I am absolutely not in favor of any encroachment, destruction or "development" into the existing backcountry areas, and Grizzly Gulch must be included as protected backcountry terrain like Superior.	Cottonwood Heights	03/06/2015
	Stay out of Cottonwood Heights. We have voted down many similar ideas, legislative bills, etc. We don't want ANY change to our community. Our legislative people, mayor, councilman, and other parties are on board to fight "this idea"	Cottonwood Heights	03/17/2015
	The Cottonwood Canyons Scenario is more of a well balanced fair approach that does not destroy pristine terrain and suggests viable transportation solutions.	Cottonwood Heights	02/06/2015
	The Cottonwood Canyons task forces plan is to destroy Little Cottonwood Canyon for rich Ski Resort owners and back Country Skiers. This is not acceptable!!! The destruction I speak of would be due to extra lanes or a Train. Expanding bus service up the Canyon meets or exceeds 13 of the 14 criteria. More Busses could be implemented quickly and inexpensively. Resort Employees also need to be required to ride a Bus.	Cottonwood Heights	03/16/2015
	The land swaps are reasonable, but a railroad up the canyon makes no environmental or financial sense. And how can we decide about "additional" water for the ski resorts without a real number. The top priority of the process needs to be preservation or improvement of the watershed for the use of the citizens of the area.	Cottonwood Heights	04/30/2015
	The map in the Cottonwood Canyons scenario doesn't accurately represent the proposed land swaps. The map shows two small expansions at Brighton and Solitude, while the land swap includes land in American Fork, Hidden Canyon, and Silver Fork. While the preservation of the land from Superior through Grizzly (hopefully) is progress, the loss of high-traffic backcountry areas in Silver Fork and Hidden Canyon is troublesome. While the idea of Mountain Accord is to preserve the Wasatch until 2040, expanding ski area boundaries seems far more in line with pleasing the ski areas than the people who call the Wasatch home.	Cottonwood Heights	02/12/2015
	The more you add, the worse everything gets. The the resorts do not need to expand at all and we do not need more people flooding our backcountry.	Cottonwood Heights	03/16/2015
	The outline is vague and does not offer any specifics about how conflicts will be resolved The topic should be explored further.	Cottonwood Heights	03/13/2015
	The proposed land swaps and preservation are good for the watershed and for continued dispersed recreation. It will allow for key development in Ski Area base areas for economic viability.	Cottonwood Heights	03/12/2015
	The trade-offs of increased base area for greater backcountry protections seem fair. One thing that must be controlled is the scale and nature of base developments. Further development of vacation homes that sit vacant the majority of the year is the antithesis of environmental sustainability nor serve the LOCAL public good. Let Parleys be the sacrificial lamb for this type of development. It must be kept out of the Cottonwood Canyons and Millcreek at all costs.	Cottonwood Heights	02/05/2015
	The transfer of the key areas of private land to secured public lands is a huge benefit for the ensuring the beauty and opportunities of the Wasatch for the next generation.	Cottonwood Heights	02/05/2015
	There is absolutely no need for any expansion of recreational winter sports in either Big or Little Cottonwood Canyon, in opinion. Not at resorts, and not in the back country. There is some need for judicious improvements to summer activity centers, and a need for summer trail improvement, particularly in terms of separating some of the hiking and biking trails, for safety reasons. The current blueprint allows far too much "development" when weighed against the very small amount of short term protection it purports to provide. There is absolutely no logical reason to believe that the new federal regulation this plan is claiming/proposing will protect many of these...exchanged...areas will actually become law, especially in the political situation as it is evolving nationally. In 20 years, it will just be "unprotected" and "develop-able."	Cottonwood Heights	03/03/2015
	There were very little conflicts till mining claims were bought. Tuff luck for all or at the time they were bought will determine the rule of the time. Snowbird needs to comply.	Cottonwood Heights	03/12/2015
	This is a slew of bad ideas to make money	Cottonwood Heights	03/27/2015
	This is based on willing sellers of private land.	Cottonwood Heights	04/26/2015
	This is destruction of the peoples land to benefit a very few.	Cottonwood Heights	04/29/2015
	This looks like a good compromise without allowing the ski resorts to completely overrun everything in the canyons.	Cottonwood Heights	03/06/2015
	This proposal cannot be tied in with the train! the land swap has some big tradeoffs in both directions without guaranteeing a train to the ski mountains. Without that bullet point this balance, with the train it is heavily weighted towards over development.	Cottonwood Heights	04/24/2015
	This seems like a win win. Backcountry users get to protect some critical touring terrain (flagstaff, days, caniff, silver) for future generations. Backcountry users loose some good but less critical terrain.	Cottonwood Heights	03/12/2015

	This website has not adequately presented details necessary for a well informed decision.	Cottonwood Heights	03/09/2015
	We do not need rail and tunnels up and across the mountains this only benefits park city residents to resolve their traffic and over building problems	cottonwood heights	03/05/2015
	We don't need more roads. We need viable mass transit. Trains and tunnels would be the best, albeit not the cheapest. The backcountry land would remain intact, and transportation would be solved. And if it eventually connects to the East side of the Range toward Heber, the mountains local population could now chose to live in a way cheaper community and help spread the population growth of the SLC Valley.	Cottonwood Heights	04/29/2015
	While I like the idea of a true public transit system encouraging growth by adding infrastructure in an already crowded canyon is irresponsible. We don't need MORE things and people in the canyon, we simply need a more reliable and sustainable way to get the existing users into the canyon. Don't make us chose between a true transit solution or maintaining the lack of development in the Cottonwood Canyons.	Cottonwood Heights	04/07/2015
	Why do the ski resorts want the land in American Fork Canyon? Do they want to build ski resorts there? How much more water do they want to make more snow?	Cottonwood Heights	04/26/2015
	You may be permanently protecting SOME of the landscape but what about the areas where you propose to run the transit line? Increase watershed protection? Does that mean you will no longer sell the water in Little Cottonwood Creek to Murray City to the point that the creek is a mere trickle by the middle of the summer, causing the huge trees on either side to die?	Cottonwood Heights	03/09/2015
	It is unclear as to how snowmobiling will be effected in this plan. This is a huge form of recreation that needs to be preserved as the environmental impact from this recreation is minimalistic. Also a few staging areas for snowmobiling would be nice such as the guardsmans pass area which gets very congested.	Cottonwood Heights	02/12/2015
	Our responsibility to care for our natural resources, our water, our mountains, and our environment must make a firm commitment to limiting use and restricting further development in these small canyons. The increased population along the Wasatch Front and the need for life sustaining natural resources juxtaposed with the desire for increased recreational use and the resulting economic development of the Cottonwood Canyons has reached a jugglepoint. We must limit use and development if we are going to achieve sustainability of our natural resources.	Cottonwood Heights City	04/21/2015
	When Salt Lake hosted the Olympics, the Cottonwood Canyons were off limits for development because of their importance as a water shed. That importance hasn't changed, nor should development proposals.	Cottonwood Heights City	02/20/2015
	Further resort expansion in the Cottonwood canyons should be limited. Grizzly Gulch should not be further developed.	Cottonwood Heights, UT	04/18/2015
	This cedes an unacceptable amount of popular backcountry skiing terrain to ski resorts.	Cottonwood Heights, UT	03/08/2015
	I can certainly see where the need for compromise comes into play on a plan such as this, but I do worry ski resorts will continue to push for growth.	Cottonwood Heights, Utah	05/01/2015
	Seems to be a very reasonable, thoughtful, balanced plan.	Cottonwood Heights, Utah	03/05/2015
	The only purpose served by the rail scenario agenda is rapid transit to the ski resorts at the expense of entirely limiting the mountain experience outside of the ski resort property. Access to the rest of the canyons is cut off, and the little that will remain will be degraded entirely. Bad scenario. Tell the truth, publish the truth, then put the info out for real public comment and solutions.	Cottonwood Heights, Utah	03/15/2015
	For this to be equitable Grizzly Gulch must be protected and Mary Ellen should remain wilderness. Grizzly - Preserving grizzly gulch should not be a "maybe" and must be part of the land swap to make it an equitable exchange. There are times I am on Patsy Marley and can see more people recreating in Grizzly than on lifts at alta. Keeping grizzly will keep BC skiers coming to LCC and SLC. Mary Ellen: - Mary Ellen should be preserved with the true wilderness that the greater american fork canyon is. This is a 4 season recreation area for many people seeking a more true backcountry experience that cannot be had in the cottonwoods due to the high level of development and traffic. LCC in particular already has significant development and that development should be contained to LCC and not sprawl into American fork. There are also many snowmobilers who are not allowed in LCC/BCC - Additionally, Snowbird is already a massive resort and no visitors talk to see any need for it to be bigger. Most tourists hardly scratch the surface of their terrain. Additionally Snowbird already has a hard time keeping its existing terrain open due to avalanche danger and would likely have a very hard time opening Mary Ellen on top of their current terrain. - I think a plan to relocate the powderbir	Cottonwood Heights	02/10/2015
	It's a nice start. Expanding and obtaining wilderness designation would go even further.	Cottonwood heights	02/05/2015
	I think that as outlined above, a "congestion charging" scheme would improve the traffic load problems. I would always include a ariel connection between the ski areas as this would allow skiers to move easily between the resorts and open up Wasatch to be the premier ski area in the world	Deer Valley part of year. Otherwise London	02/05/2015
	I don't think there is any point for a tunnel linking Park City to the Cottonwood Canyons. I think there should be a train from SLC to Park City. Park City is the only real ski town that Utah has. The Cottonwood Canyon and the ski areas near Ogden all have places to ski, there are not any walkable towns that draw tourists like Aspen, Jackson Hole, Crested Butte, Telluride, or Sun Valley. I think better bus service from SLC to the resorts in the big and little Cottonwood Canyon would better serve the population that skis there. I believe that if you are going to link the ski areas, it should be done using the ONE Wasatch model, not the Mountain Accord model. Backcountry skiers overestimate the effect that the ONE Wasatch connections will have, and building three ski lifts will have a much smaller environmental impact that a train going up either Cottonwood Canyon or a tunnel between Park City and the Cottonwood Canyons. Mountain Accord prioritizes backcountry skiing at the expense of resort skiing. As a ski industry professional, this is a dangerous precedent for Utah tourism. Yes, backcountry skiing is on the rise, but if Utah ever wants to compete with Colorado on skier visits, they need to focus on upgrading the in-bounds skier experience. Very few people travel to backcountry ski, it's dangerous to go into the backcountry on a foreign, unknown snowpack.	Denver	03/03/2015
	As a tax paying snowboarder, I find any expansion of Alta extremely offensive. How dare you try to even further limit accessibility in the Wasatch. This plan is a direct attack on snowboarders and shows the extent that discrimination is accepted in Utah.	Don't worry about it	04/30/2015
	I am not sold on the ski resorts getting more water to make snow.	Draper	02/05/2015
	Leave the private lands out of the mix. It is muddying the waters on this issue and not in the best interests of the public as a whole, but the special interests of the few.	Draper	04/30/2015
	Not 100% convinced that rail up Cottonwood canyon is the best resolution due to construction costs and maintenance costs. The public bus service currently offers a solution, but it offers limited stops for backcountry activities outside of the primary ski resorts. Offering more dispersed stops or a flag-down system might be a solution to reduce the number of cars to small parking areas or having them park in the ski area lots. There is a need for more people to ride public transit up the canyons not convinced rail is the solution but definitely sure that bus only the Zion Model is not the solution. These are public lands - that means we should have access options.	draper	04/12/2015
	Snowbirds plans in American Fork need to be captured in this plan. Will Snowbird be allowed to put a lift / gondola from the Tibble Fork area to Mineral Basin or AF Twins? The alignment there could impact snowmobilers in AF Canyon and also could make White Pine and much of AF Canyon area sidecountry for Snowbird lift skiers. I believe Snowbird "concession" on Superior is not a real meaningful give as they would face massive opposition developing there. Snowbirds plans on expanding from hidden peak to AF Twins or from Tibble to AF Twins or Mineral ought to be documented and boundaries set to protect White Pine for human powered users and AF Canyon for human powered and snowmobilers. Also Snowbirds Cat skiing plans ought to be captured if they were to expand the 416 acres into AF, how far would they take their cats to public lands? I am a passholder at snowbird for past 10+ years and also a snowmobiler and backcountry boarder and feel Snowbird is over-reaching in the AF drainage and they have changed uses and access in upper Mineral Basin and Mary Ellen (closing access) and have disallowed uphill skiing on public lands in their resort. Snowbird is getting too much leeway and boundaries need to be established around their longer term ambitions.	Draper	04/05/2015
	Stewardship of our Watershed Health and Recreation Resources vs Killing the Goose that laid the Golden Egg. Elements of the Wasatch Accord "proposed blueprint" are very good, but some of the options still under consideration represent significant short sighted folly, in my view. Notable positives include the transfer of private land to public in exchange for specific, discreet and thoughtful ski area base camp development makes sense. It provides certainty for the preservation of both watershed health to important holdings, and certainty to the resorts for base camp support facilities that can be developed with best management practices in mind for protection of water quality (rather than ad hoc and less planned dispersed development). However, several options on the transportation table will almost certainly exceed the carrying capacity of a healthy watershed, resulting in degradation of the mountain recreation experience and healthy watershed. While the Wasatch Accord and blueprint study notes the trips to the Wasatch are nearly 2x that of Zion NP and population pressure is expected to increase many times over in the future, all but one of the transit alternatives are based on the premiss that added transportation of more people is better. Quite the contrary. Look at the heralded successful approach of Zion. Leadership and stewardship of the Wasatch would emulate that successful approach of managed access to retain the recreation experience and health of the ecosystem. Notably, Zion does not have the same pristine drinking water supply water quality resource to protect, yet the value of a reliable and high quality water supply in the Wasatch will increase dramatically to supply the growth in the region. The only sustainable transportation options are those which recognize and honor the healthy population carrying capacity of the mountain watershed, both in terms of vehicles coming up the canyon, but also in the safe number of people who can and should be "extracting" recreational resource value from the area. Do we want an experience that boasts 80,000 persons on the mountain a day with respective "footprint" of deleterious impact on the recreation and local environment, or a healthy experience which boasts a quality recreation and quality watershed health? The transportation decision we make will dictate the protection or decimation of our resource, and respective value we receive in return. What is the healthy carrying capacity, and what is the transportation management scheme which assures that? That is the question and strategy we should follow.	draper	02/15/2015
	The proposal relieves economic congestion to the Park City area, in exchange for land protections surrounding the Park City area. It does not benefit those that love big and little cottonwood canyons - the majority of the patrons. Instead, it creates a transit system that will draw more destination tourists from the park city area into big and little cottonwood recreation areas, and also vagrant traffic on public transit from the valleys. This does not benefit those who truly love, use, and appreciate the local resource. The protections offered in exchange are vague and unsubstantial. Increased use, and increased marketing will only bring more people and commercial traffic to the area, damaging the environment. When rapid growth is a concern, why do we push to grow it faster? Jobs created will be low wage, resort jobs, developers will benefit wildly with large property/business owners, while local, Salt Lake Valley people stand little to gain.	Draper	03/06/2015
	Less development on ridge lines please! Less sprawl of development	East millcreek	05/02/2015
	I think the plan provides a great balance, holds rampant development in check, but breaks the grid-lock that has prevented some well thought out plans from moving forward.	East Millcreek Township	02/05/2015
	Not sure I saw a real plan to address the issues. Using gondolas to "control" when and where the tourists are allowed to go would be a big concession in favor of the back country skiers. I think much of the back country terrain should remain as such.	eeefrum	02/05/2015
	Land Swap and more trails for a three lane road and a train?	Granite	03/15/2015
	Again, ridiculous. I worked at Alta when first moving to Utah. Very few people care about hitting multiple locations on their trip. I know that an even fewer number of locals want to go to more than one place in a day. People avoid PC and visit LCC and BCC primarily because they are so secluded.	Granite	02/04/2015
	There must never be tunnels connecting the canyons and Summit County to Salt Lake County. Besides the sheer environmental destructiveness and potential danger from certain minerals in the area, it changes the entire nature of the canyons and the Wasatch Mountains. It drastically alters what we desire to protect. If it comes to a public vote, I would vote no on the entire plan if it includes tunnels through the mountains. If the plan goes through its entire process without a public vote, I would actively work to stop any plan that includes tunnels.	Granite, Utah	04/30/2015
	No ski resort expansion, period. Grizzly Gulch must be left as a wilderness area.	Heber City	04/09/2015
	I am concerned about providing the ski resorts additional water for snow making, especially since water is a precious commodity and one we are running out of. All other proposed plans look good.	Herriman	04/30/2015
	If you can't enjoy it the way it is then don't!	Herriman	02/10/2015
	I think the plans need to recognize that the canyons are used in three distinct ways: 1--Summer. Fewer visitors doing many different things. Parking lots are often full. People are going to many various locations. Traffic is not a major problem (now) but access points are generally insufficient. Note full lots at most hiking trails, notably those in the Albion Basin. 2--Winter, typical day. Current transportation and access seems to be working well. 3--Winter, holiday and weekend. This is the current problem. Too much traffic and environmental impact. However, this really is only a few days a year. Also, the plans do not consider the need for additional restrooms. In the summer, there are very few restroom facilities (none at Brighton resort). This is ironic since dogs are not allowed in the canyon. However, human waste is certainly being left throughout the area, especially in the summer.	Herriman, UT	03/11/2015
	do not want a train in our mountains	Highland	04/16/2015
	The fastest growing area along the Wasatch Front is Utah County, and this is where a third of the Wasatch Front lives today. I would like to see more options for getting to the ski areas from Utah County. For instance, a single ski lift and parking lot near Tibble Fork Reservoir in American Fork Canyon to Mineral Basin/Snowbird may alleviate drive traffic up to LCC/BCC/PC via a third.	Highland	03/12/2015
	There should not be any expansion to the ski resorts. Or any public land given up to the private sector absolutely not. we already have ski resorts and enough development up there, there isn't any reason to add more development.	Highland	04/16/2015
	NO TUNNELS OR TRAINS. We need to be extremely careful with what is left of our mountains.	Holladay	03/26/2015
	Again, I don't think there is enough detail in this plan to make a valid choice above. What are the consequences of the rail system? What does it mean for ski areas to expand and expand snowmaking. How does it impact watershed, wildlife, and the wilderness areas nearby? I love skiing and LCC is what brought me to Utah. But I don't want ski areas to be able to expand at the price of losing the beauty and terrain that makes this area so desirable. With more detail, it would be much easier to make an educated, informed, and wise decision.	Holladay	04/29/2015
	again, it depends how much more the public has to end up spending on these transit systems or ski passes! If there are several purchase options as to having this an added benefit to be or not used, perfect. But if it's an all or nothing implementation resulting in higher ski pass prices etc. I do not see it beneficial to the public.	Holladay	02/10/2015

	As an avid backcountry user, I simply cannot understand the wisdom in additional development in the tri-canyon area. The remaining wild areas in Millcreek and the Cottonwoods are limited. One massive area for improvement in recreational opportunities seems to be largely overlooked...the potential for improved access to trail systems from the valley and mouths of the canyons (and expanded access from the Shoreline trail). Additionally, it appears that the resorts would trade land that generally could not be developed in return for valuable land and resort expansion. Also, the proposal does not address snowmobile access at Guardsmans Pass. Will snowmobiles have continued access at Guardsmans? For snowmobilers living in the Salt Lake valley, this is one of the few remaining areas open to snowmobiles in the Central Wasatch.	Holladay	02/12/2015
	Consider including recreational usage and canyon access fees to all users (like Millcreek canyon) to reduce the possible tax increase to citizens. Not all residents use/recreate in the Wasatch. Many people spend their time in other Utah areas. Usage fees could help ensure revenue that taxpayers would not assume. Or...revise tax laws to allow recreation taxes to be designated or allocated to specific regions of the state?? Just a thought..... But, bottom line is, I'm a BIG supporter of usage fees to help sustain trail maintenance, garbage service, security, parking etc.... Thank you!	Holladay	04/16/2015
	I am absolutely appalled at the proposal. Not only does it neglect to preserve the natural beauty of the mountain areas, but it BLATENTLY conspires to further the cause of only those who stand to gain big financially. I understand the draw to combine the cottonwoods and the Wasatch back, however, doing so would absolutely defeat the entire reason the area has become so special to begin with. Putting a tram or a tunnel through the mountain from atlas to pcnr would degrade the essence of nature and in doing so, violate the Mountain Accord mission statement. Keeping the canyons separate, keeps traffic down already! Making each canyon more efficient and safe is what should be the focus.... but the \$\$\$ bags are calling all investors and developers.	Holladay	02/17/2015
	I have intentionally waited until the last day to comment on this scenario. I'm still not convinced that the land swaps have the best intentions for preserving the Wasatch. The Wasatch is a unique gem. It has had a significant history of exploitation by its inhabitants. The proposed master development plans by individual ski areas will continue to exploit the canyon. Sure some iconic areas are preserved. That's great, but it isn't enough.	Holladay	05/01/2015
	I think that the resorts would have to dedicate more areas (desirable areas) to wilderness in order for this proposal to move forward. one fear of the backcountry users is that current use areas are in jeopardy. I think formally dedicating superior, emma ridge, grizzly, etc to wilderness is a cornerstone in a deal that make everyone happy. these have been longstanding wilderness areas (in perception only in some cases) and I think that will have to be maintained.	Holladay	02/04/2015
	I think the general concept is sound however there is no mention of climate change and how that may impact the viability of the ski areas. Additionally, there is no mention on construction limits allowed at the base facilities in terms of height or square footage. I'm concerned new base facilities could be visually obtrusive or overwhelming to the current feel of the canyons construction is not limited.	Holladay	03/16/2015
	I would prefer to see the state of Utah take control of the lands slated for federal takeover.	Holladay	02/08/2015
	It is refreshing to see that all parties are giving in a little to reach an agreement. I hope that holds to be true. Rail is essential to avoid long term gridlock in the canyons and Park City.	Holladay	03/12/2015
	It seems more like a reason to expand ski resorts although adding public lands part is good.	Holladay	03/15/2015
	Keep the animal migration corridor between Alta and Brighton free from chairlifts. Make the connection between the resorts by underground train, not through dangerous avalanche terrain. Use snow sheds over the canyon road to solve avalanche and animal migration problems at one stroke.	Holladay	02/10/2015
	Make the trades happen.	Holladay	02/24/2015
	Overall, we don't need this plan. Are you a private organization? Who hired you and gave you permission to promote this plan? How do you intend to finance all these ideas? It certainly isn't how I want my tax dollars spent!!!	Holladay	02/20/2015
	Please see the above response with the following addition. It is really sad that a lot of land in American Fork Canyon will be privatized and sacrificed to gain minor concessions in the Cottonwoods. Utah County residents already have limited outdoor recreation alternatives through the Alpine Loop and the proposed American Fork privatization will suffice the land above Table Fork.	Holladay	04/30/2015
	The 2 page Cottonwood Canyons scenario does not provide enough detail for people to adequately evaluate what is being proposed for these areas as part of the Mountain Accord proposal. After reviewing many other documents on the website, I would suggest that the scenario be modified substantially to reflect all of the other information that if proposed as part of the Mountain Accord. In particular, the plan does not provide any meaningful discussion about proposals to allow or limit future development in the canyons. I would suggest that the scenario be modified to include the following provisions. - No expansion of ski resorts. - Allow additional snowmaking at ski resorts. - Allow additional clustered development as part of the base facilities at existing ski resorts. - Any further development in the canyons should be limited to single family cabins. - Develop a plan and funding needed to purchase private property within the canyons. - The scenario assumes adoption of a fixed rail mass transit system, when that issue has not been decided, and there are other better alternatives. - Create additional Federal protections for areas beyond the existing designated wilderness areas (existing protections are not sufficient).	Holladay	05/01/2015
	The idea of a rail-linked group of resorts is an illusion -- if there isn't going to be any (or very much) skiing, as climate change hits, there are going to be fewer and fewer skiers. And rail or ski lift connections will drive hikers away.	Holladay	04/15/2015
	The idea of building transportation tunnels through the mountains is not in the best interest of wild land conservation. water shed protection nor does it enhance the quality of the outdoor experience. Grizzly gulch, The Emma ridge line to Mt. Superior should be designated wilderness! White pine and Cardiff gulch designated as notational forest. I am completely and utterly opposed to ski area expansion (increasing the ski area foot print) enough is enough!!! With the exception of Snowbirds expansion / acquisition of the Mary Ellen gulch parcel, expansion in this area would have far less impact on back country users, water shed etc. than other parcels on the table. The peripheral boundaries of the ski areas are already encroaching on the dispersed recreational opportunities throughout the Wasatch. In addition the cottonwood canyons should remain "dead end canyons" to connect the canyons in anyway would dramatically reduce the quality of the outdoor/ mountain experience and the individuality character and charm that is now present. Lets not turn the beautiful Wasatch into a paved Outdoorsney land, keep the mountains a wild and wonderful place for generations to come and enjoy and not "sell out" in the name of progress!	Holladay	03/11/2015
	The trade for base area resort lands and such things as the entire Superior ridge seems like a no brainer win/win.	Holladay	02/04/2015
	There is too much emphasis placed on the economic vitality of the ski resorts. We do not need to be the largest and best resort destination in the world.	Holladay	04/28/2015
	There should be no more new development in the Wasatch Front Canyons. We need to protect this valuable watershed.	Holladay	03/16/2015
	These are the key points I believe should be considered: A creation of a trails network in upper reached of LOC and BCC. Improved and expanded road cycling opportunities. Permanent protection of Grizzly Gulch with no chairlift. The trails should be a mix of hiking exclusive, mountain biking exclusive, and shared (and/or with management techniques conducive to habits; ie Snowbird's new trail being uphill until the tram runs and then it becomes downhill).	Holladay	03/14/2015
	I do not see the need for privatization of public land in American Fork Canyon. This land will most likely benefit Snowbird and bring tremendous winter visitation up the fragile American Fork canyon road or maybe up from Heber City. It's just not the 400+ acres they want to privatize and add to the ski resort but all the surrounding NF land that ski lifts, ski trails, power lines, etc. that adds to a huge amount of land taken from its natural state.	Holladay, UT	03/13/2015
	This seems to lean towards the ski resorts in terms of who benefits the most. A careful economic analysis should examine the proposed deal.	Holladay, Utah	03/04/2015
	As a life long resident and with global warming looming in our future, I think the most important aspect of what ever is planned is the protection of these mountains from any development that might, even remotely, disturb this watershed. By development, I mean expanded ski resorts, hiking-biking trails, or even increasing the number of picnic sites. Unfortunately people can love a place to death and with a growing population wanting to enjoy the mountains combined with desertification in our future, even limiting the number of people in the canyons may be necessary in the not to distant future.	Holladay,ut	03/05/2015
	See above	Ivins, UT	03/13/2015
	I see no reason to develop any new connection between the Cottonwood canyons and Park City.	Kamas	03/28/2015
	The upper area is, at best, a link between two very important areas of the Wasatch and, at worst, a potential barrier. Securing that land for the public use is crucial.	Kamas	03/04/2015
	Both Cottonwood Canyons are sufficiently developed. Snowbird's recent development of infrastructure on the top of Hidden Peak and the roadway to Sunday Saddle have demonstrated their inability to integrate well with the environment. Brighton and Solitude surely do not reach visitor capacity on most days of the year.	Kamas, Utah	04/27/2015
	I think too much of the land is being designated for protection. I don't like the idea of fees for using our recreation areas. It makes it less available for public enjoyment.	Keams	04/30/2015
	Preservation of the iconic mountains should not have to come from a deal to give away anything to private for profit business interests.	Kihe Hawaii	02/12/2015
	The addition of rail stops would make the canyons much safer, and help with the current gridlock. The preservation of additional acreage is also beneficial to protect the watershed.	Kimball Junction	04/29/2015
	I believe that public interests are already being adequately served by the existing conditions in the cottonwood canyons. It would seem as though the pressure to expand is not coming from the public but rather a limited group of private entities who are trying to grow their operations.	Lahaina, HI	03/16/2015
	Eliminate existing roads, convert one or more to electric rail only.	Layton	02/06/2015
	I am not a skier, and not familiar enough with Cottonwood canyons to comment. I do support options that are less invasive and less permanent in general.	Layton	03/02/2015
	No rail.	Layton	04/12/2015
	Again, ski resorts appear to be the priority as opposed to other user groups.	Layton, UT	03/30/2015
	There is no binding language anywhere. The "process" is very unclear. What are the steps and binding benchmarks necessary to achieve claimed goals ?What happens if goals are not in public's view met ?	Lebanon,N.H.	03/07/2015
	I am struggling with the thought that the mountain accord is going to secure private land for public use. I am a land owner in the top of Cardiff Fork and I really don't like the thought of having my land secured for public use. It is bizarre to me that the public feels that they are owed my land. I went to the meeting at the Holladay library and was told that Mayor Beckman represented me. I don't feel that is the case at all and he wasn't at the meeting so I didn't feel the love for sure. I believe that the public should stay public and the private needs to be respected and not feel that the Public can "Secure" it.	Lehi	04/06/2015
	This would be fantastic!	Lehi	02/04/2015
	I have several concerns/question about the Cottonwood canyons proposal. 1. Will there be guaranteed access easements and trail heads to access the public lands that might otherwise be "fenced off" by the proposed private lands in LOC? Examples are the central Alta trail head to access Flagstaff/Cardiff. Public access is currently allowed across private land but with this proposal it should be guaranteed. 2. I would like to see a much more detailed map of the proposed snowbird expansion into American Fork Canyon. Currently this portion is low resolution and greyed out. Also would the proposed private land in AF canyon be open to new buildings and development? That is not clear on the proposal.	Lindon	02/04/2015
	NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON.	Logan	03/02/2015
	We all want to see less development and greater preservation of the natural elements of the cottonwood canyons.	Logan	04/05/2015
	This appears to be a good balance of trading public land bordering resorts, but even if resorts gain access/ use they should have to permit public access for recreation. If people want to hike it rather than pay a lift or access fee. Please to not sacrifice any more public land for private enterprises than absolutely necessary to get a big chunk of private land opened up. Keep the backcountry that is close to SLC open and free. There are plenty of resorts or terrain that can be further developed within resort boundaries.	Logan Utah	04/30/2015
	You plan on having taxpayer pay 3-6 billion dollars for a transit system that will be too expensive for most to ride. You also plan on putting a train or an extra lane right over the water source so you are all full of crap if you think for one second you are looking out for public water resources. You are also putting major transit systems through where many like to hike, bike, and climb so you are not helping out with recreation. No lanes and no trains up Little Cottonwood Canyon.	Logan Utah	03/10/2015
	Not enough information on how public land to become private would be held in preservation. These areas are a staple of Wasatch back country skiing. Resort skiing has lost its appeal to individuals like me. Long lift lines and groomed trails are not my style. Powder gets tracked out so fast the working class doesn't get any unless it snows on the weekend, I play hookie, or get really lucky because it's still snowing in April. The backcountry offers reprieve from all of the above. What about the economy you say, do you have any idea how much a quality tele ski package runs a guy these days.	Logan, Utah	04/30/2015
	I would defer my judgment to what Alta Ski Area determined meets their needs.	Marietta, GA	03/23/2015
	See above. This proposal is very weighted for someone's economic benefit and destroys a key appeal to this area.	Menlo Park, CA and St. Paul, MN	02/11/2015
	It seems to me that the only issue you are truly interested in is development / expansion of recreation which will generate more dollars and tourism! No where does it hint to improve what is here with out changes-fees - or development. This area the Wasatch has been here long before us - why do we think it needs to be change just to promote "growth" ? "growth" that will take away what we now have which is not what we had say 100 years ago. Just Stop before it is too late. kg	Midval, Utah	03/26/2015

<p>About 50% of the plan seems to be pretty good! But Grizzly Gulch MUST be preserved for the public along with the other proposed areas. Additionally, no ridge line trams for transportation, this is an eye sore for our beautiful mountains and a danger to migrating raptors, etc. I like the idea of rain transit through the canyons to reduce automobile traffic but ONLY as long as it can be done with little impact to the environment and safe for wildlife (any possibility of running that train up the canyon underground, maybe directly under the existing roadway?? This would cost more for sure, but would be safer for people and wildlife, cause less damage in the canyons themselves, and would be a solution without the canyons visually looking any different with the train running under the road that is already there.</p>	Midvale	02/15/2015
<p>It doesn't. You are not listening to the backcountry enthusiast. Keep it pristine and how it is. I don't want to go to our wilderness and see more lifts!! I can't afford lift tickets.</p>	Midvale	02/28/2015
<p>It seems that the resorts get exactly what they want, including expansion and increased transit to their areas via tunnels and aerial trams, but the public is only maintaining a small portion of what we already enjoy. Building aerial trams and digging tunnels is not much of a preservation technique if you ask me. Please leave our backcountry alone. No more expansion of ski resorts and no ski links between park city and the cottonwood canyons. That will only benefit ski resorts profit margins and the tourists paying them.</p>	Midvale	04/30/2015
<p>see comments above</p>	Midvale	02/05/2015
<p>I'm completely against any rail systems in the Cottonwood Canyons. Such systems would destroy any sense of wilderness left up these canyons and be detrimental to wildlife within the canyon.</p>	Midvale	04/30/2015
<p>No more growth - It is out of hand now no more Just Stop.</p>	Midvale Ut	04/09/2015
<p>The transit systems proposed could be implemented in stages to measure the use of mass transit by the public to access skiing and hiking areas. Using incentive and disincentives for bus and auto use especially in the Cottonwoods would be one way to gauge the actual usage of mass transit before building an extremely expensive rail system. Limiting parking and charging for it at the Cottonwood ski resorts while expanding the bus system could be tried. A bus system offers flexibility to cover peak times with more frequent service. Adding a 3rd lane for buses - up in the morning, down in the afternoon, would be cheaper than a train. Add avalanche sheds to the Cottonwoods. One issue for summer &amp; winter is that people like to have their gear in their cars for hiking, picnics and skiing. The ski resorts could be encouraged to provide more locker space for this, maybe with a discount for those who some proof of taking the bus up.</p>	Midway	05/01/2015
<p>This plan isn't terribly clear as far as what's being proposed.</p>	Midway & Park City, UT	02/24/2015
<p>Here I would only reiterate my opposition to a rail system in the Cottonwoods or Millcreek, in favor of Hybrid Electric /CNG Bus Rapid Transit in each. The station stops and resort base area expansions seem reasonable, as is the proposal for increased water for snowmaking. The land swaps seem reasonable as well.</p>	Millcreek	05/01/2015
<p>In return for receiving ownership highly valuable public lands for base facilities, the ski areas should transfer to the public all their remaining private inholdings in the Cottonwood Canyons.</p>	Millcreek	05/01/2015
<p>See above re carpooling and bus.</p>	Millcreek	04/10/2015
<p>The scenario is generally good, but with a few exceptions. I do not believe rail transportation is appropriate for Little Cottonwood Canyon. I feel the expanded bus service in both Big and Little Cottonwood Canyons would be a much better alternative in terms of cost, environmental impact, and flexibility. The proposed ski resort expansion into American Fork Canyon is included in the scenario, even though it is outside the Cottonwood Canyons and is not well documented. This expansion should not be included in the scenario unless better documentation is provided for public review.</p>	Millcreek	04/26/2015
<p>You will always have those who insist that anything different from what we do now is a bad solution. Those individuals are short sighted and self serving.</p>	Millcreek	02/24/2015
<p>High speed rail with avalanche snow sheds and tunnels will create a speedy non-intrusive seamless gateway to our Mountain resources accessible to disabled, local and visiting alpine enthusiast year round. It works in Asia and Europe where there are even more people in their mountains now, because of their high speed rail transportation choices.</p>	Millcreek Township	03/16/2015
<p>I am not clear what "Station stops on a mountain-rail system which would provide reliable, fast, unique, and marketable transit to the resorts and to major dispersed recreation access points. The canyon road would still be open to vehicular traffic." entails. I think that in exchange for more land we allow the ski resorts to add large scale mountain transit systems then that cover the peaks and add multiple tunnels, then maybe it isn't a great deal.</p>	Millcreek Township	05/01/2015
<p>I'm pleased with the private lands proposed to become public but the ski area boundary expansion gives too much away to the ski-companies.</p>	Millcreek Township	05/01/2015
<p>It appears to have strong environmental protections. But I am concerned how well they will hold. Leaving the back country intact is important. Severely limiting development in the mouth of canyons as well as up them is crucial. Having a good plan is one thing. Following through with it is another. Politics always seems to have a way of encroaching on these things.</p>	Millcreek Township	04/09/2015
<p>The ski areas already have the vast majority of upper canyon terrain, especially North-facing terrain. These areas will see increasing demand as our winters warm. This is evident this season, as more &amp; more skiers are forced to the only areas having sufficient snowpack. Therefore I support trading for private in-holdings in these areas and keeping them open/undeveloped for backcountry use. I oppose ski area expansion into Hidden Canyon and lower Silver Fork. Thank you.</p>	Millcreek Township	03/11/2015
<p>While I appreciate the efforts we have had numerous studies over the years. People have contributed. New studies are continuously proposed and at this point people are confused, "didn't I already give my comments last year?", for example. People are skeptical and confused and begin to believe that that is the intent and "they're going to do what they want anyway". I have done my best to encourage everyone to provide their input no matter what they think. It hasn't been easy. I have stated my major concerns in the Transportation section below. That appears to be a Lynch pin to all of us if the resorts are holding out on a land swap concerning Grizzly, for example. What happened to environmental concerns? Why are we focusing everything on the Central Wasatch? We should be doing more to disperse population pressure away from the CV to other areas around the valley. I am concerned that the conservation efforts are so minimal as compared to the impacts. I was appalled at the trail conditions and lack of consistent maintenance decades ago. It's getting much worse. New trails have been proposed, but there are issues of drought, location, private ownership, and fire. But, I do like the idea if we have a hard process of maintenance and education spelled out with funding and not the piecemeal effort we currently have. The Forest Service and other agencies have done a fine job in past decades, but budgets have been cut to the point where our public lands are in deep trouble. And I don't see our state helping with this. But, I do realize that the land swap may be our best solution to the piecemeal process that has been going on for years in trying to find some resolution to the stopping the sprawl of development. I favor what Save our Canyons has said concerning the land swap if Grizzly is included in public lands. I do not favor excessive disturbance for the sake of some of the transportation scenarios presented.</p>	Millcreek township	04/30/2015
<p>I would like to see less ski area expansion, but this proposal is a reasonable compromise. I do NOT want to the Wasatch mtns. become lift served side country for those unwilling to "earn their turns". I moved here ten years ago from Colorado so that I could enjoy more backcountry skiing without the crowds, access restrictions, snowmobiles, and ridiculous travel to/from on I-70. I do not want to see even more skiers in the ski areas (or backcountry) as the greatest snow on earth is too short lived now. Powder days are more like powder minutes.</p>	Millcreek, UT	04/30/2015
<p>The Cottonwood Canyons Scenario is appropriate if and only if the identified transit alternatives within the Cottonwood Canyons and connecting them to one another, to Park City, and to the Salt Lake Valley are implemented. Without this key component, the proposed resolutions hamper the long-term ability of stakeholders and the public to find sustainable and working solutions.</p>	Millcreek, UT	03/14/2015
<p>The map doesn't show the 416 acres in American Fork - this would be an expansion for Snowbird? This scenario seems a winning proposal for all parties. I like it.</p>	Millcreek, UT	02/11/2015
<p>Again this is an environmental issue not a question of which money making plan will harm the canyons the least. The watershed must be protected period. If you want to increase the use of buses and penalize individual car use to protect the canyons THEN you could allow some minor base expansion. The rational of stating the increased population growth and increased visitation as a reason to come up with plans to get more people up the canyons is unsustainable. The watershed can only handle a finite amount of use and pollution and the canyon experience can only happen with a finite number of visitors. This is not Disneyland! We cannot continually try to find more ways to get more people up the canyons and make more money!</p>	Murray	02/09/2015
<p>I ski mostly at PCMR. But have been in favor of the joining of resorts to open up more back country. So I support well managed land use and transportation considerations. Parking seems to always be an issue with Ski resorts.</p>	Murray	03/12/2015
<p>I think that the re-designation of land is not in the best interest for all recreation groups. I think that taking land from winter backcountry recreationists in order to build a potential tram to connect the cottonwood canyons to Park City is an extremely poor decision. Grizzly gulch should be protected land - free from development.</p>	Murray	04/05/2015
<p>Rapid Transit Buses are clearly the most economically reasonable and environmentally responsible means to address canyon transit issues as trains and tunnel solutions are cost-prohibitive and extremely destructive to the very things that make our local canyon experiences so desired and unique. Any attempt to connect Wasatch Front and back, BCC and LCC would irreparably ruin the experience these each have to offer.</p>	Murray	05/02/2015
<p>This proposal needs to clarify exclusion of areas between Brighton, Solitude and Park City which would cut off the only animal corridor left to wildlife in this area. Research on the needs of wild life unanimously shows that cutting off access corridors dooms entire species to extinction without any hope of retrieval. Trams proposed at various times would do this, development is threatening it, and if we don't designate wildlife corridors road kill will take care of the rest as I personally saw it do in Laguna Niguel, Cal. over 15 years. All that will remain are skunks, rats and other garbage-eaters similar to that scenario if we don't bargain now to preserve what we have left in our high mountains near SLC where I grew up and now reside again.</p>	Murray	04/25/2015
<p>With climate change effects already taking place, it is very important to ensure we have enough clean water for our communities. In addition to the Cottonwood Canyons Scenario, I would also be in favor of more stringent rationing of water, incentives for xeriscaping &gt; wasting water on grass in the desert, paying the amount that our water actually costs, and eliminating/decreasing unnecessary subsidies.</p>	Murray	04/29/2015
<p>Bikes. (see above comment)</p>	Murray, UT	05/01/2015
<p>I like the thought of more protection of the Cottonwoods by land swaps, but would like to know more about the Resorts' plans for base area development.</p>	Murray, UT	04/30/2015
<p>I like the idea of putting more lands in public sector, especially high elevation and ridge lines, where private holder are willing to sell or trade, also reasonable expansion of ski areas.</p>	Murray, Utah	05/01/2015
<p>Maximum conservation. Maximum conservation. Decrease vehicular traffic, and, if necessary, ration human access. Maximum conservation. If we save too much, we can always change our minds later.</p>	Murray, Utah	04/28/2015
<p>We need to acknowledge the private land owner rights that exist in the Canyons while working towards possibly acquiring priority areas for preservation and future use as funding and programs would allow. Public / Private partnerships and conservation easements may have a place to protect areas at a minimal or reasonable cost to us all.</p>	Murray, Utah 84107	04/30/2015
<p>The public already owns 90% of Alta and 50%+ of Snowbird. The public was supposed to be able to access public land (Pagan / Miller Hill etc) when Snowbird opened Mineral Basin, something the resort has basically reneged on. The public interest is not well served by Corporate interests buying up parcels of land on Superior / East Helgate etc as a bargaining tactic for developing a theme park in the Upper Cottonwoods. The public interest is not well served by a helicopter operation which intersects with the tranquility of the mountains. The public interest is not well served by turning the prime touring terrain in the upper cottonwoods into slack-country - it is bad enough as it is! The resorts already have the primo terrain - so why do they need more? The Corporate interests of the resorts will never cease in their expansion and will do what they can in their OWN interest. That has nothing to do with the public. If they were state owned utilities, then I might accept it, but these are PRIVATE organizations taking what they can. Hey - I've worked on Wall St for 20 years, and believe me, I know it when I see it! The backcountry environment must be preserved, so that in 50 years time, the Wasatch isn't one big interconnected mess of lifts. What other city in world has such amazing mountain terrain close by? Do I want to stand on the twins (salt lake), turn around and see the damn tram dock? or the Pfeiffer, or Lone Peak, or just about anywhere. The resorts have created their own traffic problem. So let them pay for it.</p>	New York	03/03/2015
<p>No aerial access from PC to Alta or Brighton.</p>	North Salt Lake	04/30/2015
<p>What do you mean by a mountain rail system? What happens to American Fork Canyon? I don't like the sound of it.</p>	Ogden	04/16/2015

<p>Repeated from above.... "Light rail transit(LRT)in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City." The foregoing is an encouraging quote from the study. The most "exclusive guideway" would be a master tunnel with Draper as the portal into the "front" with respective branches to access all ski areas and Park City proper. There is Global precedent for such tunneling. Such precedent has been expressed in its very early conceptualization by Master Geologist Leon Hansen ... deceased. There are many of us who believe that a "Super Tunnel" would remediate if not eliminate most environmental concerns and create a cornucopia of economic activity. The father of the Utah Tunnel concept is Leon Hansen. Leon was a Masters degree level geologist who had a lifelong working relationship with the Greater Park City Mining District of Utah. Leon has held senior positions with several large, international, mining enterprises. There exists a repository of proprietary data that confirms the existence of precious metals resources that equal or exceed what have already been recovered from the mining district prior to its closure. Mining was halted decades ago because the metals resources were impacted and impounded by water in the mines. Leon believed that the water in the mines is a resource even more precious than the remaining gold and silver reserves. If the waters are recovered, the metals can also again be recovered. Synopsis: The Utah Tunnel will be a tunnel like many other long, long tunnels. New York-85; Sweden-51; Japan-33; Moscow-25; Madrid-25; Finland-74; LOETSCHBERG-21; Chunnel-31; Utah Tunnel-21. The Utah Tunnel would also be 21 miles long and most like the LOETSCHBERG tunnel. Loetschberg is the longest land tunnel (21Miles) in the world. The Loetschberg tunnel took eight years to build and cost \$3.5 billion. The Loetschberg tunnel transports skiers to Swiss resorts more quickly. The Utah Tunnel would be a multipurpose/multi use resource. It will Convey...Water...Strategic minerals...Tourist transit to world class ski and recreational resorts...and other economic benefits to all of the citizens of Utah. The Utah Tunnel...it can be done...during economically difficult times. The famous symbols of recovery in the West during the Depression included: Hoover Dam, Grand Coulee Dam, The San Francisco Bay Bridge and the Golden Gate Bridge."The Utah Tunnel will develop the following resources: Water...Multi-Millions of gallons from aquifers under and around the Uinta and Wasatch mountains recovered. Strategic minerals. 30,000,000,000 (at thousands of dollars an ounce) of water locked, precious metals (gold, silver etc.) resources freed!!! Travel to ski and recreational areas, rapid, uncongested, and safe transit from the airport and other points to resort areas developed. Hydro and Geothermal power...other economic benefits... The tunnel from Draper to Park City will pass under three of Utah's most famous ski resorts. The plan is to connect those resorts with the tunnel thereby ensuring safe and rapid transportation from the Salt Lake International Airport to the resorts. It is our understanding that there is an existing railroad right of way from Draper to the Airport. Submitted respectfully by ... Wayne L. Wickizer Wayne L. Wickizer - Chairman Golden Lamp Regional Center, Inc. First National Bank Building 2nd Floor 480 East 400 South, Suite 201 Salt Lake City, UT 84111 United States chairman@goldenlamp.org Skype = wwickizer1 Business 801-528-3732 Home 801-326-4960 Cell 435-828-0496 Wayne LinkedIn = http://go.glRg2v9d Website = www.goldenlampregionalcenter.com</p>	Ogden and Salt Lake City	05/01/2015
As indicated earlier, I'm opposed to a train up Little Cottonwood. I feel the negative impacts far outweigh any benefits; and that improved transportation could be provided via buses.	Orem	03/15/2015
do not want trains, trams or more ski lifts polluting the landscape in our mountains and do not support selling off public land to real estate developers	Orem	04/16/2015
Growth will happen whether we like it or not, but if we can grow in ways that will have little impact on the land , water, and animals, I will support it.	Orem	03/04/2015
Would not like to see additional land used for transportation or for profit use. Leave some of these unique precious areas accessible by only backcountry use.	orem	05/01/2015
I like that trails maintenance and connections. Love the water preservation. Love the expansion of wilderness. Love the added safety. PROTECT GRIZZLY GULCH this should become public land and become protected against any development. I ski primarily at Sundance and Alta. I see absolutely no reason for expansion of either resorts. Even in peak season I get enough skiing in and it's already very expensive. In general I am against any expansion of any of the resorts , but looking at the map of ski area expansion and how much land will become permanently protected I could accept this.	Orem Ut	04/23/2015
With water resources in the west shrinking, it seems unwise at this time to consider adding 2000 hotel rooms in an area where water reserves are questionable. My family would no longer come to visit the area to ski due to the impracticality of transporting all our gear on a train or bus. This would make for a miserable family experience.	Orlando	04/30/2015
A mountain rail system doesn't seem to be an environmentally sound alternative if you're trying to conserve forested areas from development and want to maintain scenic beauty and watershed. It just comes across as a push for the Interconnect.	Park City	04/11/2015
A year-round train which will increase usage of the range is not really environmentally friendly.	Park City	04/08/2015
Again billion dollar tunnels or trains are not environmentally compatible	park city	03/27/2015
Again it serves us as humans, but some of it should be protected from humans.	Park City	04/30/2015
All of the land should be protected and preserved. There should be absolutely NO rail or any type of connection between the canyons.	Park City	02/05/2015
Allowing the ski resort to expand in exchange for placing the private lands described into public ownership is fair and equitable. Yes, do try and get Grizzly Gulch included in this protection.	Park City	05/02/2015
Anyone who uses these Canyons regularly knows the problem is 3 months a year. And even during those three months, the problem is 3 days a week out of seven (meaning that Mon, Tues, Wed, and Thurs are empty and without traffic...again, you must use these Canyons as I do to get to and from work to understand this). Simple Math - 3 days/week * 4 weeks a month * 3 months/year = 36 days that these canyons have a transportation problem. So on those days, close the canyon and run a bus system. This is what any responsible private entity would do that dealt with such a relatively small problem in the grand scheme of things. Do we honestly think a private corporation would spend 5 million dollars studying a problem 36 days a year...or better yet, would they spend billions of dollars to solve a problem that is predictable and preventable with a relocation of UTA busses sitting in their barns already?	Park City	03/11/2015
As a Park City local who has a season pass in LCC, I would love to see a light rail up LCC. The traffic is absolutely awful and buses do not meet the demand. If modeled after ski resorts in Europe like Chamonix, the train could run while avalanche control is being done. This needs to be done correctly however and if there aren't incentives or its not well planned it won't be used as much.	Park City	04/28/2015
Because the Wasatch Range is so small compared to the Rockies, I am in favor of protecting as much land as we possibly can. I don't support the gondolas and surface transportation between Canyons. Our snowfall is getting leaner with rising temperatures and I believe that the watershed is a critical aspect. I would rather see the land pristine than crisscrossed with a myriad of transportation links are ski lifts.	Park City	04/30/2015
Cottonwoods are just being set up as a back door highway to Park City	Park City	02/08/2015
Dear board members, Having read though the Mountain accord I have several concerns with this project. The Board I do not think this board is well balanced. I think too many members are representing the private interests of the incorporated Cities as well as the Ski resorts. Thus I am afraid that the input that is being put forth by the citizens will be ignored and I think that the decision for development and connecting Little Cottonwood canyon with Park City has already been made. This reminds me of some advice my dad used to tell me. Never ask a barber if you need a hair cut. The couple seats that represent the people and groups that want to protect what little land is undeveloped does not represent the overwhelming majority who want no new development. So even if the couple of board members object, the majority of the board who represent commerce, will proceed putting these businesses private interests above the public good. The Land Swap The Mountain accord plan is not doing enough to protect what little untouched nature is left the Wasatch front. The biggest glaring injustice is the proposed land swap. I am not in agreement with the land swap that is being offered especially by Alta lifts. 100 plus acres in the heart of the town of Alta for land of little value. Giving Alta lifts 110 acres for development is appalling. Alta lifts shareholders have been in court for almost three years with the town of Alta trying to develop land that they were able to purchase below market value because they had originally agreed to keep it as open space. Once this land is made private Alta lifts will come back over time maybe 5 years maybe 25 and fight to have it re zoned for higher density and more development. Alta lifts should be asked to come back to the table with the real reasonable offer. Transportation Little Cottonwood Canyon and Big cottonwood Canyon is too narrow and small a canyon to put in a train system without destroying the fragile natural beauty of these canyons. I am aware that representatives have flown over to Europe to look at their train systems in Grindelwald and Wengen as well as ZERMATT. Having spent approximately two months a year in the Alps for the last 11 plus years in winter ski season as well as in the summer. I know these areas quite well. And these canyons are much wider and larger areas than The Wasatch canyons. These Wasatch canyons roads are much more comparable to the canyon where Saas-Fee ski resort is located. Saas-Fee is in a much narrower dead end canyon which is actually a side canyon on the way up to ZERMATT. Saas-Fee uses a bus system and is also a car free town that has a pay for parking structure for the entire town at the base of the village. Verbier is also one of the largest ski resorts in Switzerland and is at the top of a dead end road and also does not have a train that goes up to the village. I am concerned that the committee that went to visit the train in Grindelwald and Zermatt did not look at the entire transportation system. But were simply dazzled by both the cog trains and the car free villages. One Wasatch All humans want freedom. This is why we go to the mountains. When people go into nature they find true happiness and joy. When people can get away from any sign of man (development) They realize they do not need material possessions to make them happy. Buildings developments and giant mansions do not bring a sense of nature. Or peace and happiness. They can create feelings of Envy, Jealousy, Anger and resentment. One look at several of the ski resorts shows there has been no restraint to preserve this feeling of nature. These mega resort developments resemble shopping malls where the ski runs have become isles in a giant mall. Where everyone has ski in and ski out condos yet no one ever gets the peaceful joy and awe of being in nature but just inside some fancy development. One Wasatch's vision to create a European style ski experience is mistaken. The Wasatch is not the Alps. The Wasatch is one ridge line with over 50,000 people accessing less than 10 square miles. The Alps is Vast. When you look out at the mountain vistas while skiing in the Alps it looks the same as it had 5000 years ago, nothing has changed for over 5000 years! This is what gives people a great sense of freedom and happiness throughout the Alps. This will not be achieved by creating a giant resort development that goes over into Big and Little Cottonwood Canyon from Park city and Deer Valley through bonanza flats. I hope you will take in to account that once developed this precious resource will be gone forever. I appreciate your time and consideration in reading my email. Sincerely Kevin Boyle President KUHL Kevin@kuhl.com	Park City	04/29/2015
Digging tunnels to bring rail service to park city is a bad idea. If they want to bring rail service to Park City they should come up Parleys to Kimball Junction and use bus service to proceed into town. Rail service up Cottonwood Canyons will not help the economy of Park City and we will lose the reasons we live in Park City.	PARK CITY	04/30/2015
Environmental impact again is the problem here. Need to add shuttles or an expanded bus system.	Park City	04/27/2015
Expansion of developed ski areas into Grizzly Gulch should not be allowed.	Park City	03/11/2015
For profit prosperity at the cost of public tax payer funds is ludicrous.	Park City	05/01/2015
From looking at the maps of the land swaps, and considering that the proposal calls for construction of a train line at taxpayers' expense, I do not believe that the public interest is served by this scenario.	Park City	02/28/2015
Have there been individuals interested in selling off their private land?	Park City	02/05/2015
How is providing more water to the ski areas and making more land available for private development serving the PUBLIC'S interests? Seems more like its serving the ski areas' and developer's interests. I would favor buying the ski area lands outright and placing them in the national forest, using eminent domain if necessary. It really is in the public's interest to have no more development in the central Wasatch. Where is additional water for snowmaking going to come from? If global warming is really here, then maybe the ski areas will just have to live with a shorter season, losing water just like the rest of Utahns.	Park City	03/16/2015
I am not sure where Mtn Accord is headed. We moved to Park City in 1977 when times were not easy. Since then the City and County has had to defend itself in Court and out against scams, crazy development schemes and crazier state tax changes called equalization. One way or another we usually pay a premium to receive the same or inferior product/service. Trip charges are a given for most deliveries and services 30 miles to Park City by companies who think nothing of running 40 miles up to Ogden from SLCC no extra charge. I don't know where it is yet but somewhere in the accord will be a provision to try to capitalize on what they feel are easy pickens. As I am sure this response reads like a rant and it should. We have been treated like a red headed step child going back to the first discovery of Silver in our hills. Will any of this Accord improve our lifestyles. Will anything in the accord help fund our schools or provide funding for entry level employees. Is there a provision in the Accord that protects the forests and open lands around our town. Every one I talk to about the Accord process is certain we are going to get the shaft I hope they are wrong, it seems like an honest effort to plan the future for the Wasatch	park city	03/28/2015
I am opposed to any expansion of any ski area. And where do you propose to get the additional water for snowmaking, given that we are obviously in a drought situation?	Park City	04/30/2015
I believe the land issues in the canyons need to be resolved and this seems reasonable. Do it now!!	Park City	04/29/2015
I did not see the 416 acres of American Fork canyon given to the ski resorts on the map. Since this is twice the area of the 210 in Big Cottonwood, should be shown. When one is up on the Bullion divide between Baldy and Sugarloaf, the destruction of the canyon below for the ski resorts is pretty obvious. Also, how will the "public to private" land transfer happen at the base of the ski resorts? The Sun Valley people (Earl Hovind's private empire) did a nice job stealing public lands from the people for the Utah Olympics so he could build his second ski resort. How will that fraud be avoided this time?	Park City	03/28/2015

	<p>I do not favor a Cottonwood Canyons/Park city connection via train/tunnel. I believe that if we must connect the Cottonwood Canyons to Park City in order to achieve more federally protected lands, it should be via aerial connection with no egress on the ridge lines. The aerial connection would be available to non skiers and would be a transportation alternative. I favor land swaps for more protection and expanded wilderness and increased protection of our watersheds. I favor BRT for all three Canyons (LCCs and Parleys). I think cars need to be disallowed in the Cottonwood Canyons with either bus or rail connection up to the end points (Brighton/Alta) in both. Obviously special permitted vehicles allowed. As for Park City, BRT with a dedicated bus lane and more regulation imposed on vehicle traffic in Park City's Old Town area and ski resorts. Park and ride lots at Kimball Junction and Quinns junction with regular shuttle or aerial connections to Park City. Expedient bus/transit connection from SLC airport to Park City/and Cottonwood Canyons. As for wilderness designation - as much as possible! Trail connections through the Central Wasatch except in expanded wilderness areas I support. NO road connection via Guardsman Pass</p>	Park City	05/02/2015
	I don't think we need to expand lift served areas anymore. It only serves those who can afford a ticket and a private company that can charge whatever. I am definitely against more water for snowmaking. This is a desert. Why are we doing this?	Park City	03/14/2015
	I have a lot of faith in technology to solve some of these problems in ways that are less impacting. We need 10-20 years at least before these technologies being designed and tested today make revolutionary changes that will allow us to make much smarter decisions on issues like this.	Park City	03/27/2015
	I like to think that the cottonwood canyons are as developed as they should be. These canyons provide the Ski mo g water for the salt lake valley and should be protected. Any further development or ski area expansion is unnecessary and would only benefit those who would profit from it.	Park city	02/06/2015
	I need a lot more information on this.	Park City	02/08/2015
	I really question why specifically the proposal chooses to include a connector from Park City to the Cottonwoods. This is also a lot to stomach and is causing all of the wrong type of attention and criticism and allows the program to be easily misunderstood. My vote would be to actually eliminate this or very clearly start calling this "phase III" or something that identifies it as requires further information. This is the pill that makes it not digestible and to be compared with One Wasatch or other initiatives. For example, see this very well informed article. Things along these lines are all that people are talking about: <a href="http://www.adventure-journal.com/2015/02/will-this-be-americas-largest-ski-area-a-closer-look-at-utahs-mountain-accord/">http://www.adventure-journal.com/2015/02/will-this-be-americas-largest-ski-area-a-closer-look-at-utahs-mountain-accord/</a>	Park City	02/25/2015
	I wonder about the viability of connecting resorts and will the average person take the time to ride lifts and ski/snowboard from pc to snowbird and back. someone may do it once for the novelty but unless there is a dependable way to move back and forth that doesnt involve lifts and sking/snowboarding, i dont see a big benefit.	Park City	02/06/2015
	Improve bus frequency in cottonwood canyons rather than adding a new mode of transportation. Delete all type of trains from plan. They are too noisy, expensive and destroy visual aesthetics.	Park city	04/30/2015
	Improving access to the existing recreation areas via mass transit should be emphasized. Trains and tunnels may not provide the most cost efficient access. Development in the canyons should be limited to renovation of existing improvements. No more condos, hotels, or residential housing should be allowed. Trail systems should be improved to connect resort and to reduce current environmental impacts. We should not have "unique traveler experience" to increase visitation as a goal. We don't need Disneyland in the canyons. Make the canyons a mecca for human powered recreation.	Park City	04/25/2015
	Increased development, more water use, more water use, more water use. Where is this water going to magically come from??? How does that somehow align with responsible environmental (and ultimately human quality of life) protection?	Park City	04/30/2015
	Making Upper cottonwoods public land is a great idea. The extra snow making grants may be a bit of a concern in the long term future - hopefully these grants will be reviewed annually to suit the needs of the public consumption.	Park City	02/04/2015
	need alignment with OneWasatch and per such would like to see more transit by ski lifts (chairs, gondolas, funiculars, etc.) and less pavement/cars - more recreation not more recreational vehicles	park city	04/09/2015
	Need information pursuant to transportation for ingress and egress for the Cottonwoods (train, bus, car, tram, etc.) with specific respect to how those issues impact the Wasatch Back, I-80, State Highway 40, 224 and 248.	Park City	03/17/2015
	No transit should be allowed beyond what is present today over the Wasatch Crest.	Park City	05/01/2015
	Parts of the land exchange are very good, but the impacts of the Snowbird proposed land exchange in Utah County and the Solitude portion on the land exchange are concerning. Also, protection of Grizzly Gulch is essential.	Park City	04/30/2015
	Please protect the backcountry assets such as Grizzly Gulch and others designated by Wasatch Alliance.	Park City	05/02/2015
	preserving wild / un-mechanized areas in central wasatch for human-powered recreation is my number one goal. these areas are a unique resource because of their proximity to a large population base. environmental quality, wild life habitat, water shed also important. limit any lcc and bcc ski area expansion except in cases where land trades make sense. eliminate heli ski operations by buying out concession eliminate snow mobiles in lcc and bcc, especially cardiff fork	Park City	03/15/2015
	Protecting the land and environment are key but can't be at the expense of limiting recreation to the area. This is an amazing place to recreate, this is a good plan to continue ample recreate but with less impact. More trails and connections between each of the canyons is so important. Development of the ski areas to connect to each other involving other ways to connect besides cars is a must.	Park City	02/25/2015
	See my comments above on whether the rail system into LCC is financially realistic within a reasonable timeframe. If not, then the plan comes apart.	Park City	02/18/2015
	Ski report expansion into Hidden Canyon and Silver should not be allowed. The ski resorts have already been over expanded.	Park City	03/18/2015
	Station stops on a mountain-rail system are a terrible idea. This would carve up the mountain, disturb the natural land, and change the view. We should use already existing infrastructure like the canyon and improve service up the canyon using public transportation and shuttles. Access to Little and Big Cottonwood Canyons should be closed to all motorized vehicles except for residents, campers, and those with disabilities during the winter. The canyons are clogged with unnecessary traffic. Parking structures should be built at the mouth of each canyon with bus service leaving each stop every 10 minutes. Different stops should be set aside for each resort. For example, for those going to Alta, a dedicated Alta bus should leave the mouth of the canyon so that everyone on board doesn't need to spend time going through the Snowbird stops. The same is true for service coming down the mountain. The Alta bus goes directly to the parking garage avoiding unnecessary stops at Snowbird. This will help in queuing the people going to only the destination they need to go. Buses will not be overcrowded with co-mingling passengers for different resorts. For people to get out of their cars and use public transportation, it has to work. Public transportation must be timely and reliable. No one wants to wait 20 mins for a bus to arrive on a powder day. It's just not going to happen. Providing public transportation that works will take thousands of cars off the road and decrease tons of CO2 pollution every year.	Park City	02/05/2015
	The Cottonwood Canyons Scenario serves ski area business interests (how to get more people to the resorts more quickly, more development in LCC, more watershed funneled to private use and more precious water for snowmaking, expanding ski area...) but not public land preservation, respect for wildlife, water management or environmental (long term land preservation/wilderness) interests.	Park City	05/01/2015
	The idea of buying private land and protecting it for public use is good. I would like to see the plan expanded to the Park City ridge/line.	Park City	05/01/2015
	The impacts and the cost would be enormous. Building rail lines up either of both Big and Little Cottonwood Canyons would be an incredibly expensive and destructive process.	Park City	03/15/2015
	The most important part of the Cottonwood Canyons is to maintain the scenic beauty and the supply of water for the Salt Lake Valley. There should be NO connecting Tunnel between the Cottonwoods and the areas East to the Park City Area. This is an extremely poor idea. The Alta basins should be maintained as open space and not additional building should be instituted, other that expanding the ski areas for the resort. The North Faces should be left as they are now! Additionally there is no reason the connect these resorts with the Park City resorts. Light rail up the canyon has been talked about for many years and should have been done but should be done NOW.	Park City	04/30/2015
	The protection of the areas is important, however, I fear the concept of connecting the canyons and increasing traffic.	Park City	04/29/2015
	The scenario lends weight to the troublesome belief that the light rail system is integral to the Blueprint, hence the public focus and concern on the light rail. I would like to see some compelling analysis that explains how further development and increase in skier days for the Wasatch resorts could be achieved in a sustainable manner.	Park City	03/26/2015
	The ski areas give little and support trains up Cottonwood Canyons? Remove the trains from your plan or remove the transportation component. Ban all cars and use buses like Zion National Park.	PARK CITY	02/25/2015
	the suggestion of a connection from Cottonwood Canyons are toward Park City via a tunnel is not reasonable. Way too much disturbance of soil and rock structures. Our "rock" is mostly sandstone, not like the Alps at all. Tunnels might have made sense decades ago in connection Italy to Switzerland, they do not make sense for Utah now. Think of years of construction and the effect it will have on the Salt Lake watershed. Take the tunnel idea of the table altogether. It's been sucking all of the air from other options. Light rail could be installed above the soil, without huge earth movement machines disturbing the areas.	park city	03/15/2015
	The wording of this question is leading and sluty	Park City	04/30/2015
	This would be great if the transportation plan was built on an efficient high speed lift system and bus and/or rail. The proposed tunnels are a HUGE negative!!!	Park City	05/01/2015
	Transportation issues in the Cottonwoods can be better addressed with more efficient, environmentally friendly buses and disincentives for auto traffic (alternative D).	Park City	04/26/2015
	Useless and a massive waste of taxpayer money. No one will use it and it destroys the very resource this group claims it wishes to protect.	Park City	02/04/2015
	Water. It is the issue we must all consider first as we look at developing - and repairing damage done by those who didn't know better or were criminally short-sighted.	Park City	04/30/2015
	We have got to reduce vehicular traffic. Period	Park City	04/27/2015
	We need to preserve the natural landscapes of upper LCC and BCC for future generations. Grizzly Gulch must be included in the proposed land swap. This area is an iconic place for human powered recreation as well as a resource of water for the SLC valley. We need to protect current non developed open spaces, and need to address these issues sooner than later. In regards to ski area expansion, any of the ski areas expanding their area on public land should establish an uphill recreational route inside their boundary to compensate for lost access. We need to focus new development in currently developed areas not expanding into open space.	Park City	05/02/2015
	We need to STOP all future development, not facilitate it.	Park City	04/07/2015
	We should not spare more water for snowmaking, or increase the size of ski resorts.	Park City	02/05/2015
	While I can certainly support some ski area land-swapping for additional federal protection, I believe that it's imperative to leave room to connect all of the ski areas so that it is possible to ski between them! One Wasatch should certainly be a part of this plan. After all, what is more environmentally sensitive than being able to ski between the existing resorts? Train? No! A fleet of Busses? No! Use the European model, and simply allow for skiing between all of the resorts. It's not that complicated!	Park City	02/24/2015
	With climate change I doubt we should be focusing so much on ski area expansion. I would like to see more land protected.	Park City	05/02/2015
	year around access needs to be encouraged and affordable for the UT public.	Park City	03/28/2015
	Grizzly Gulch should NOT be developed!	Park City	03/07/2015
	Having more of the wilderness owned by ski companies would inevitably create another Colorado, with big corporations and their high-paid lawyers being able to find loopholes to develop more obtain water rights.	park city	05/01/2015
	Love the plan to acquire old private property rights and extend the existing Wilderness Area (I supported this back in the 70's and 80's) all the way to the Wasatch Back population frontier. Not thrilled with the development of American Fork given Snowbird's track record but frankly it is not heavily used and if it means protecting the core Wasatch by expanding into upper American Fork then that may be needed. Would like to see more explicit discussion about limiting housing/hotel development in the core Wasatch area. Again look at Snowbird/Empire Pass/Montage (also White Pine Canyon in Park City lost to the public) as losing situations for the mountains - big areas consumed for private gain. Much of the transport issue is caused by developing housing/hotels in the higher, hard to reach areas. If the ski areas are to be expanded then limit to only winter time recreation and not building development. There was a good comment in the Mountain Accord about world class viewsheds which is true. The Hudson Valley in New York state helped pioneer this concept so that classic views painted by the American landscape artists 150 years ago still exist today. Having hotels/condo sitting in the middle of a pristine mountain valley is a very bad idea which will punish the citizens for the next 100+ years.	Park City	02/24/2015
	I am in favor of the Cottonwood Canyons proposal	Park City Ut 84098	03/17/2015
	I support the idea of setting aside land and protecting it from future development. I don't support building a multi billion dollar transportation system. It will only make overcrowding worse. "If you build it they will come". It will ruin the character of park city. It will overwhelm the wasatch with too many people.	park city utah	03/16/2015
	5.Do NOT create a new "corridor" between the Wasatch front and Park City via LCC, BCC, and one or more tunnels. 6.Consider opening Guardsman Pass during the winter months, but ONLY to public transportation, emergency traffic, and special permit holders. Note that the majority of the MA transportation group supports some usage of Guardsman pass. 7.Do NOT build railroads into LCC and BCC. Instead, build upon the existing infrastructure and create incentives/disincentives to reduce the use of private cars to move skiers, other recreational traffic, and resort employees to the canyon resorts.	Park City, UT	04/08/2015
	The idea sounds grand but the reality may be untenable. Climate change may alter the viability of ski resorts, and expansion will only increase the monies spent on keeping a skiable snow depth, grooming and avalanche control.	Park City, UT	04/30/2015
	there should be no road and/or tunnel connections to Park City	Park City, UT	04/30/2015

	Too expensive.	Park City, Utah	05/02/2015
	if these lands are protected and made public and the water quality can be protected it is a very good plan. The resorts should be "stewards of the land" and if this prevents future development of million dollar homes that sit empty most of the year in the Cottonwood it would be a public +. Also really like the idea of a light rail system - traffic up and down little and big cottonwood canyons is a legitimate concern and has negative impacts on the environment in the canyons	Philadelphia	02/06/2015
	snowbird should not expand especially not into American Fork Canyon do not allow the 416 race expansion into Utah County or any additional enhancements by Snowbird keep AF canyon clear of resorts	Pleasant Grove	04/30/2015
	Good idea.	Provo	02/06/2015
	The beauty of this land should be preserved. Many people travel here and move here for the natural scenery, as I have done so myself.	Provo	03/15/2015
	Expensive development plans for ski resorts are short-sighted and focus on specific commercial exploitation.	Provo, UT	02/09/2015
	I simply cannot get behind the idea of a tunnel and especially aerial transit aka tram or lift connections between Alta, Brighton, and PCMR. This is a horrible idea, because it would seriously degrade the wilderness experience in the upper Cottonwoods. That area is our public safe-haven from urbanization. We don't want to see it anywhere near Grizzly Gulch, Emma Ridge, Scott's Pass, or Guardsman's Pass. Guardsman's Pass should remain gated in the winter. I know this is a hard line to draw, but it's absolutely essential that we protect these areas from roads or mass transit. For one, the mere presence of the infrastructure would crush the opportunity for a wilderness experience - which is the most important thing the Wasatch has to offer (along with clean water). Secondly, the forms of recreation we desperately need to encourage - for the sake of our reputation, image, and economy - would suffer. What is now a mountain-biking and hiking paradise would be turned into an amusement-park-style sightseeing trip (ala Snowbird tram, currently) and the area that is now a backcountry ski-touring mecca would be reduced to a side- or slack-country area. This leaves the real ski-tourers, bikers, and hikers (and our numbers are growing) with nowhere to go but another, less-urban range to recreate. When it comes to growing the economy and building the "urban-mountain" brand, we really need to limit the amount of infrastructure we build up there. Otherwise, the "mountain" element (read: wild, natural, secluded, adventure) will be totally lost. The people Salt Lake needs to attract (read: young, educated, skilled, well-to-do tourists or working residents) will stay in Boulder.	Provo, UT	02/06/2015
	I would like I see all to proposed private parcels turned into protected public lands.	Richfield	03/10/2015
	The less development of a great natural resource like the Wasatch the better.	Richfield	04/08/2015
	See above.	Riverton	03/14/2015
	Sounds like a good plan.	Riverton	04/30/2015
	Don't appreciate the proposal for increasing dwellings in the two areas.	Salt Lake	04/26/2015
	I am a backcountry skier, hiker, fisherman and general muscle-powered user of the Wasatch. I encourage all planning that comes from this process, with particular attention to the following issues- 1) Water quality preservation is of utmost importance. 2) Transportation by car should be limited, bus service improved, LCC particularly should be examined for possible shuttling, train service, or similar alternatives. 3) No tunnels through the mountains, no gondola, ski lift or mechanized transport should be considered. 4) No further ski resort expansion should be allowed, particularly in Grizzly Gulch, Flagstaff, White Pine, American Fork side of the divide. 5) Overall environ concerns must take precedence over developers' and resorts' needs. Chris Proctor 1464 East Emerson Ave. Salt Lake City, UT 84105 801.486.1905	Salt Lake	04/17/2015
	I am quite concerned with the proposed land swap. This could really lead to much more development around alta, which I find not desirable. Both adding the water and owning the base area makes this area much more attractive to developers. The land that is obtained for this does not seem to prevent development in that area, although I am not an expert in these topics. I do observe that it has not been developed to date so there is likely a reason. And moving it to being under the control of the public, if that means the Utah legislature, is not necessarily helpful. Thank you, Ed DiBella	Salt Lake	04/19/2015
	I applaud Snowbird for their restraint and favor protecting the areas identified in the plan. Bravo, good work.	Salt Lake	04/30/2015
	I like the agreement with the ski areas to preserve and protect some of the upper lands in their ownership.	Salt Lake	03/25/2015
	I wish Grizzly Gulch in its entirety and Hidden Canyon to be protected from ski area expansion. I also do not support the addition of 108 units to the town of Alta. These will undoubtedly drive up the cost of living for residents (who call affordable luxury) and continue the perception that skiing and ski areas are for those of higher incomes. I do not like the development based ski model and feel it will, in the long term, reduce local desire to access ski resorts. In that same note, I also do not support the linking of the ski resorts together. Though it makes for great marketing it will be degraded to the status of a novelty. We have the greatest snow and best resorts in the nation. Each resort in of itself can sustain a full day of skiing. With an unsure economy and skiing and boarding becoming so expensive I feel it is better to preserve what we have and improve our existing infrastructure rather than expand.	Salt Lake	05/01/2015
	I would prefer to preserve Honeycomb canyon and Grizzly Gulch.	Salt Lake	04/15/2015
	I would support land swaps with resorts in order to permanently protect places like Grizzly Gulch which is the last easily human powered accessible north facing area above 9000 feet left in the Central Wasatch. I know some of it is private land and some of it public. I support property owners rights but if Alta wants to expand there let them give up public Forest Service land on which they currently operate. How about Albion Basin? I would support a lift expansion in Honeycomb Canyon for Solitude providing it does not actually extend the range that inbound skiers are able to go. No opening up Silver Fork to Solitude skiers. In other words the lift will not begin lower than the Honeycomb Return lift thus effectively opening up the East Bowl of Silver Fork and west side of lower Silver Fork to side country access. Look at where the avalanche deaths are increasing and you'll see it's mostly coming from people leaving resorts and getting in trouble.	Salt Lake	04/30/2015
	The only thing being considered is benefit to the ski resorts. Aren't there many more things that should be in there for consideration?	Salt Lake	05/01/2015
	The only way expanded water consumption, real estate development, and construction of a rail line could possibly serve public interests is if the water consumption is offset with greatly expanded conservation efforts, there is free public access to said real estate development, and the rail line replaces vehicular traffic during operational hours. (Other than the token land use protections (which are far too minimal) the only aspect of this plan that has any merit is the rail line. I could see a system similar to the Zion National Park shuttle buses benefiting the public by decreasing traffic and ultimately capping the number of users. Roads could re-open to vehicular traffic during times when the trains are non-operational).	Salt Lake	04/30/2015
	The ski areas should not be able to expand. They have enough land to serve their purpose. The "manifest destiny" style expansion that we are seeing with them is not sustainable. The boundaries should be frozen and the resorts should focus on becoming more environmentally-friendly instead of expanding and ruining more wilderness.	Salt Lake	05/01/2015
	no extra lanes and no trains up Little Cottonwood Canyon.	Salt lake city	03/10/2015
	-I support the transfer of 2,150 acres of private ski area owned land to public ownership in exchange for 258 acres of public lands to private lands along the base of the canyon for base area management and future development. I think this is more than enough fair exchange due to the undevelopable nature of the 2,150 acres of private lands for the developable land gained. -I do NOT support the transfer of 416 acres of public lands in the American Fork Canyon. These lands are not mapped and I do understand the rationale for transfer of these public lands into private ownership. -I support an increase in the amount water used for snowmaking as long as it supports the overall best use and management of our drinking water and other water needs in the canyons and in the valleys. -I do NOT support an expansion of the ski area boundaries by 210 acres. I think the ski areas should stay within their current boundaries. I do not want to see an over all increase in ski area boundaries except for a moderate amount of growth at the base of the ski area along the roads and existing development. The amount of skiable land with ski area infrastructure is already a high proportion and disrupts the natural character of the Wasatch. Any increase in this footprint would change the character of the Wasatch and limit other uses (wildlife habitat, natural area protection, bird watching, hiking, snowshoeing, cross country and backcountry skiing).	Salt Lake City	03/01/2015
	-The Mountain Accord as written includes a land swap where mountainside lands owned by the Alta Ski Lift Company, mostly in the Emma area, will be exchanged for Forest Service lands in the Alta base area. There are several significant problems with this. -The swap may include all the public parking in Alta. If the deal goes through all users of the surrounding National Forest Land would be required to park on land and in lots owned by a private owner. It is not a stretch to imagine that before long this parking could either be restricted (in winter to those purchasing Alta lift tickets for example) and/or require a parking payment, summer and winter, to park and access the surrounding public lands. It is a really bad idea to limit public access to public lands which could be a consequence of the land swap as currently drafted. -The swap sets the stage for the possibility that a private owner could charge a "backcountry fee" for visitors who wish to use the town of Alta as a starting point for their ski tour, hike or climb. For that matter the private owner would be in a position to charge a "viewing fee" for those who just want to be up in Alta to soak up the scenery. -The exchange would open up significant parts of the Alta base for further development. The various consultants involved in the project believe that land is not useful unless it holds a town square, retail areas, food and other concessions, and even office space. They do not understand that visitors to Alta are not there to shop or for robust night life. They are there specifically because Alta is not cluttered with those things. This is evident most every weekend in the summer. The parking lots are full but the one restaurant that is open in the summers almost always has seats available. But the trails are busy. In the summer visitors to Alta are there to enjoy the wonderful outdoor environment with their friends and family. They are not there to shop and eat. -The consultants and the moneyed interests pushing the vision of expanded development in the Alta base area have no idea what we value in Alta. They presume that we as users wish there were more shopping, dining and man-made recreation opportunities (and the design envisioned by the consultants includes an indoor ice rink). We need to speak out loudly and often to ensure that the committees drafting this plan, and our local, state and national legislators, know that we actually like Alta the way it is: relatively undeveloped with public lands and public access for all. -The Alta Lift Company, at public hearings, has insisted that they have no intention of limiting user access - that the land and access is open to all. Yet this has not been their record - ask the homeowners in Albion Basin who used to be able to access their cabins via a dedicated snow cat road at any time of day or night and now have had that access limited by the lift company to early morning and evening hours. -The land swap would make Alta a company town. Owned by a private owner. With orphan businesses stuck within and dependent on the private owner for access and survival. Do we really want to have to pay to enter the town of Alta? -The Grizzly area (Twin Lakes Pass around to Emma) where Alta runs their cat skiing operation is land owned by the ski lift company. They have made no secret of their desire to eventually develop lifts in the area. While this would be a loss to the thousands of hikers, runners and backcountry ski and snowshoers who use the area it would also have the effect of turning Silver Fork into difficult to access backcountry at best and Alta Ski Lift sidecountry at worst. The plan does not address this issue; it says the Grizzly area is still under negotiation. -The land swap would increase the value of Alta Ski Lift Company dramatically and make them far more attractive to an acquirer like Vail Resorts substantially increasing the probability such a change of ownership would happen. An acquirer like Vail would not hesitate to develop the property as fully as possible as that is their business model. While I certainly cannot fault the Alta Lift Company for working to make the land swap a reality I do not think it is appropriate for the Forest Service to trade away a low value steep pitched mountain slope asset for the developable land at the Alta Base. Nor do I think it appropriate for the Forest Service to, with a penstroke, irrevocably alter the Alta that the Alta Town Office, Friends of Alta, and thousands of friends and admirers of Alta have fought for decades to protect. -Note that the plan for the area includes building avalanche snow fences in all of the significant slide paths above town. This would likely eliminate the building restrictions currently in place due to the danger of these slide paths and open up the entire Alta base area to commercial development. -There is a middle ground. Currently all of Alta's buildings are on Forest Service land. It would make sense to trade the land under their buildings for the undevelopable parcels up on the mountainside. Perhaps a land buffer around these properties could be included in the swap. But the road through town, the parking, and the currently undeveloped	Salt Lake City	03/11/2015
	.	Salt Lake City	05/01/2015
	1) Not enough land in public ownership, still too much owned/managed exclusively by ski resorts. 2) Too much water allowed for hotel expansion and snow making. We should not waste our precious water to make snow that will only continue to melt faster as the climate warms 3) Encourages expanded ski sprawl, which is bad for the character and environment of the Wasatch. If the goal is to have rapid transit, everyone can stay down in the valley & take trains to the resorts. The mountains are too fragile.	Salt Lake City	03/17/2015
	2. The only way rail makes sense in the Cottonwoods is if driving private cars is limited to land owners in the canyon or there is a hefty \$5 fee (ala Millcreek). 3. The land swaps seem fair to me, but there needs to be zoning restrictions so that a Brighton Hotel (for instance) cannot be 20 floors tall. This way we retain as much of the traditional character of the place as we can. But I do feel that if Grizzly Gulch isn't part of the agreement, then there should be no land swaps at all. 4. I very much oppose any type of transportation linking the ski resorts that would put any kind of traffic towers over the ridges between big and little cottonwood canyon. 5. The only place to link the canyons is through PCMR through hidden canyon. LINKS are talking about tunnels. 5. I think it's important to establish legitimate trailheads for some tenuous situations, such as Heughs canyon, for instance. 6. Mountain Accord should seriously look at stopping motorized access in Mineral Fork. There is motorized access for almost the entire northern and southern Wasatch. While the number of hikers increases, the amount of land set aside for hiking is not getting any bigger. Mineral Fork seems like the best place to do that. 7. Make sure the new parking lot at Wasatch Mountain State Park is not so close to the cabins up there. Cabin owners don't want it, and recreationists also don't want to see cabins the either. There are alternative locations for that (abnormally large) parking lot further down-canyon that make more sense.	Salt lake City	04/30/2015
	A mountain rail system would further negatively impact the riparian ecosystem. The canyon is well served by bus transportation.	Salt Lake City	04/26/2015
	A two page PDF is also incredibly inadequate to provide actionable information for the public! I've heard from the Wasatch Backcountry Alliance that Alta would like to expand into Grizzly Gulch, or up towards Tuscarora, yet this is merely indicated as "under consideration" in the Scenario. This would make a big difference in how well or poorly I view this scenario! Of course it is a good thing that there will be some transfers of land to public ownership, but that does not mean we have to give up land to the ski areas. They can't expand forever, the Wasatch has a finite amount of land, so why not live with their current boundaries? They have already taken a lot of good backcountry ski terrain, just look at all the RIP entries in the "Wasatch Tours" guidebooks.	Salt Lake City	03/17/2015
	again, destruction of the canyon via railroad line construction is a travesty and only benefits the money interests. No way is this a good solution.	Salt Lake City	04/30/2015

Again, my concern is the placement of the rail system. If spring/summer/fall recreation areas to climbers and hikers are compromised in order to provide this transportation option to skiers in the winter, I think we are missing the mark. Especially, as summer recreation increases to these areas as climbing becomes more popular, we would be sacrificing 3 seasons worth of economic development in the area in addition to losing valuable natural assets. If the rail were placed in the center of the road (and the road widened slightly), traffic could be limited to local traffic only during winter months which would greatly reduce the environmental damage.	Salt Lake City	02/11/2015
Again, the proposal is geared toward expansion of the ski industry at the expense of wilderness.	Salt Lake City	05/01/2015
All that happens here is that the ski areas gain land, and less is set aside for public use.	Salt Lake City	03/12/2015
All the proposed Blueprint will accomplish is putting MORE people (= more impact) in the upper Cottonwood Canyons.	Salt Lake City	05/01/2015
Although I am in favor of better transportation, I do not believe that additional ski runs are necessary. The truth is that the ski industry is dwindling so additional areas are not necessary.	Salt Lake City	05/01/2015
Although I'm concerned about the transfer of public lands at Alta base to private interests, if such a transfer is necessary in order to transfer the then I can accept that as a compromise. My primary interest is that private lands in the Flagstaff, Grizzly Gulch, Superior, Cardiff etc. areas be transferred to public ownership. The transfer to private ownership of land and benefits listed as #1, 3, 4, & 5 are acceptable in exchange. Although I have some misgivings about the transfer of the public lands at Alta base to private ownership if this transfer is required in order to finalize the deal I can accept it.	salt lake city	04/30/2015
An adequate water supply should be a sine qua non. We cannot exist without water but this also needs to include more conservation. The desire to connect the ski resorts makes no sense to me and uses land that can better be utilized for water and for a backcountry experience. When people ski they almost always stay for the day at one resort, or at most venture out to an adjacent resort. If one wishes to try all the resorts then stay in Salt Lake and choose a different destination each day.	Salt Lake City	02/10/2015
An aerial transport link would diminish the aesthetic and natural qualities of the Wasatch canyons. Other methods must be prioritized.	Salt Lake City	04/30/2015
An Unpardonable Sin The quality and quantity of the snow, steep beautiful terrain, and easy access make the skiing/riding experience in the Wasatch Mountains (backcountry and resort) world class. This is a special place. But the quality of the skiing experience in the central Wasatch is in jeopardy. I see the proposals for expansion by the resorts and Ski Utah's "One Wasatch" simply as marketing tools to attract more tourists to our world-class resorts. As a native Utahn, Snowbird season pass holder, and frequent backcountry skier, I don't believe these proposals for expansion are in our community's best interest. The Alta and Snowbird ski resorts cannot accommodate more skiers/snowboarders without further compromising the already crowded skiing experience that exists there. Who wants to stand in longer and longer lines while waiting to ride the greatest snow on earth? Not only are the lines insufferably long, with larger and larger crowds the snow gets "skied out" faster and faster. Is this the kind of experience Ski Utah and the ski resorts want for their customers? At the same time, the backcountry cannot afford to be annexed any more by the resorts without compromising the riding experience there. The ski industry in Utah has an insatiable appetite for expansion and development at the expense of the environment and wilderness experience. Both the resorts and the backcountry/wilderness can co-exist harmoniously but it's time for permanent hard lines to be drawn. Tunnels and aerial trams connecting the Cottonwood Canyons and Park City would desecrate what little is left of a wilderness/backcountry experience that exists in the glorious but fragile central Wasatch range. Why connect the resorts? If I want to ski at Alta, I go to Alta. If I want to ski at Deer Valley, I go to Deer Valley. The concept of an interconnect is just a sightseeing gimmick for tourists. No local would dream of wasting quality ski time riding lifts between resorts. Don't ruin what makes this place special and unique just for more money. It's true, transportation challenges in BCC and LCC do need to be addressed. More efficient mass transit makes sense, but let's not reinvent the wheel with complicated expensive projects that permanently deface and deform more of this glorious little mountain range in which we are so fortunate to live.	Salt Lake City	04/16/2015
Any additional access to little cottonwood with damage the canyon. Remove the road and switch to rail only access.	Salt Lake City	04/30/2015
Any final agreement needs to provide permanent protection of all land outside the ski resort boundaries.	Salt Lake City	04/30/2015
As a civil engineer with a masters in transportation, I see the idea of rail in the cottonwoods as totally inappropriate! It will be awkward to access with limited benefits. Plus it will be exceedingly expensive and inflict ongoing environmental damage. Interconnect the resorts via gondola/tram make much more sense.	Salt Lake City	05/01/2015
As a resident of little cottonwood canyon I live with the traffic. I would rather put up with the traffic, as annoying as it is, than to see this canyon destroyed by you. It is a waste of time and money to put a train in. If it costs \$18 for a round trip on a bus how much is a train going to cost? It's more cost effective for a person to drive their own personal vehicle up to the resorts not to mention more convenient.	Salt Lake City	02/12/2015
As an active backcountry skier as well as a 20 year long Alta and Snowbird passholder I like the compromise proposed. However, Alta needs to give up Grizzly Gulch and work a land exchange with the forest service for Rocky Point to Brighton. This exchange would keep backcountry skiers happy for easy access and allow Alta a true "ski" connection with Brighton versus the proposed tram connection with Solitude. Yes, backcountry will be lost at Rocky Point, but in order to ski this area now, one has to cross through Alta or Brighton to access it anyway.	Salt Lake City	03/12/2015
As an avid backcountry skier, this proposal meets the consensus view that the ski areas should not greatly expand their boundaries. This compromise allows greater access and connects areas via roads (not chair lifts). Much support for this.	Salt Lake City	02/05/2015
As an avid cyclist, I would like to encourage the maintenance of safe roadways for cyclists.	Salt Lake City	04/30/2015
As growth continues along the Wasatch front, more and more interest will be focused upon the usage of this unique area. I feel that allotting planned growth, and working towards preserving this area in a sustainable manner can go hand in hand, and as of now the Mountain Accord has provided what I believe is the most responsible plan proposed to date.	Salt Lake City	05/01/2015
As long as the new private land N of Alta allows for ski-touring access, I think it could be ok.	Salt Lake City	02/05/2015
As the Blueprint stands, it is too vague regarding many topics. Although designed at a high-level, without details how can one support this proposed plan. For example, Grizzly Gulch's status and land exchange appears to be in flux, and should be clearly indicated before the Blueprint moves forward.	Salt Lake City	03/06/2015
At the rate we are going, if we do not protect some of the required lands now they will be either gone or destroyed by the time our children will have the opportunity to use them.	Salt Lake City	02/05/2015
Being able to take over private lands and place in public/protected designation is great. Letting Solitude expand into Silver Fork however is not ideal.	Salt Lake City	02/24/2015
Believe the Scenario limits future growth and area access as being exclusionary based on general statements in the draft. Exclusionary based on anticipated users. Its public land and should be open and accessible to all.	Salt Lake City	04/30/2015
Better buses and headways could solve the problems not a rail.	Salt Lake City	05/01/2015
By and large, the Cottonwood Canyons Scenario is provides a reasonable summary of future plans, but details are remarkably scarce. As mentioned above, the scenario should explicitly declare that protection of the natural environment and an intact ecosystem is the number one priority in any future scenario, all other purposes being secondary thereto.	Salt Lake City	04/02/2015
Charge entry fees to use canyon and put towards better transportation. I'm all for the land swap as snowbird will give up all the terrain from Superior to Grizzly gulch for back country.	Salt Lake City	04/30/2015
Concerned that Public Lands Under Consideration To Become Private would greatly change the iconic looks of the ski resorts. How would zoning and commercial/private building be controlled at bases of Alta, Snowbird, Brighton and Solitude? Especially at Alta and preserving the historic draw that it retains.	salt lake city	04/26/2015
Connecting the 4 cottonwood canyon resorts should be priority number one. Connecting Brighton to Alta and Solitude to Alta (we want to avoid choke points of course) would be the best thing one could do for the area for skiing. I think the plan to have a rail system up little cottonwood canyon that could run without worry of avalanche and snow conditions is absolutely great.	Salt Lake City	02/10/2015
Currently there are too many conflicting parts for an educated individual to believe that all of these areas will be able to come to an agreement that satisfies all of the issues listed above and mentioned in the Cottonwood Canyons Scenario. There is conflict between goals of each of the four main areas the Mountain Accord has presented. I believe people are looking at the area in which they are a stakeholder (recreation, environment, transportation, or economy) and failing to examine how all goals could be achieved, because they simply cannot.	Salt Lake City	03/13/2015
Does not take into account changing trends in land use (growth of backcountry vs resorts)	Salt Lake City	04/29/2015
Don't encroach on the current beauty of the Little Cottonwood Trail. The stream area and the current trail are unique. Please make public, exactly where the light rail is intended to run. The detail of the location of the rail when it comes to maintaining the stream area of the lower portion of Little Cottonwood Canyon. Also, what will happen to the Little Cottonwood Trail? If the trail is intended to be changed, please make this information available for comment.	Salt Lake City	04/26/2015
Encroach as little as possible. Allow parking by the roadside.	Salt Lake City	04/29/2015
Even though the proposed train connection would be less obtrusive, it is going to be outrageously expensive. As we seemed to be conned into this by the major ski resorts. I believe it would be important for them to have more skin in the game. Meaning, they should be responsible for a good portion of the cost as they and the state would be the prime beneficiaries. I do not want to be responsible for paying for this through higher property taxes. Jack up the hotel taxes, restaurant taxes, ski lift passes, but please don't put the burden onto property owners. As we are aware, the system group members who supposedly had some say in this, have not been thrilled with the outcome. I hope the burden of paying for this will not be hoisted upon all residents of Utah as well. This whole process started off with good intentions, with the systems groups narrowing down the details for the executive committee. But completely fell off track by the ski resort land owners and the state pursuing greater tourism trumping the process and making the ultimate decision.	Salt Lake City	03/01/2015
Expansion and interconnection of ski resorts is not in any long term public interest. It is only in the interest of the rich few who will stand to benefit financially from it.	Salt Lake City	02/10/2015
Feel there needs to be an environmental impact listing or grading noted on each of the various Transit Mode Descriptions so the public can see which transit mode has the least long term impact.	Salt Lake City	02/25/2015
For this deal to be acceptable, Grizzly Gulch must be preserved. I would like to know more about the ski area interests in American Fork and how this will impact American Fork Canyon.	Salt Lake City	05/01/2015
good to preserve watershed, but unclear why anything has to go private. I advocate for PUBLIC lands expansion, not private.	Salt Lake City	04/23/2015
Good, but don't want additional culinary water for 208 units to be used for developing Albion Basin. Existing resort lodges, etc can be improved or expanded after further review.	Salt Lake City	04/30/2015
Great compromise to preserve undeveloped area, avoid stringing lifts and gondolas everywhere, and concentrating development (including new transit infrastructure) in already developed areas. I'm not in favor of increasing protection status on USFS if it restricts recreational use such as mountain biking. I agree with the concept of limiting development in currently undeveloped areas, but we don't limit recreational modes to do this. As an expert in water quality, I don't see any connection between uses such as mountain biking and watershed protection.	Salt Lake City	03/15/2015
Grizzly Gulch is a deal breaker unless it is protected. "Under consideration" may as well be built out with lifts and restaurants. Protect it.	salt lake city	05/01/2015
Grizzly gulch must go public to make this deal worth it.	Salt Lake City	02/07/2015
Grizzly Gulch needs to be protected. Ski resorts need to be confined to their existing boundaries. No Interconnect or anything like it--this idea has been floated for forty years, and every time it gets rejected, the ski industry, like a persistent toddler comes back and asks again. I am cynical that this entire process is just another attempt to do so. If it is a serious attempt to develop a plan for the future, it needs to provide a final NO for connecting the ski resorts in the Front and the Back, whether by lift, gondola, tunnel, or road.	salt lake city	04/28/2015
Grizzly Gulch should absolutely be included in the category of preserved land. Not only is Grizzly Gulch an incredible area for easily accessible backcountry terrain, it is also a pristine area to hike in the summer and already very accessible from Alta and Solitude, there is no reason they need to continue expanding boundaries into Grizzly Gulch. Another red flag in the Cottonwood Canyons scenario is the proposal to give resorts more water for snow making. Doesn't seem just backwards and laughable that we are expanding resorts at a time when they are also increasing the amount of snow making they need to do each year? Dogs aren't even allowed in the Cottonwood Canyons to protect our water sheds, and yet we are letting those water sheds get developed and siphoning off water to resorts to make more snow?	Salt Lake City	05/01/2015
High capacity transit to the mouth of canyons and to Park City is a good idea but in the canyon is a really poor idea. For automotive disincentives - try disallowing access to anything but a shuttle in the canyon.	SALT LAKE CITY	02/04/2015
Higher density development at the base of ski areas in exchange for protection of the higher areas is a good trade-off and should be considered.	Salt Lake City	04/08/2015
How do we have enough water for snow making? If there isn't enough snow, then certain lifts should be closed. We need to deal with the reality of our water situation.	Salt Lake City	04/30/2015
How much water exactly for snowmaking and the Alta area? Salt Lake City is throwing up apartments like crazy. Is it prepared to meet this additional demand on water while at the same time granting additional water usage from their water source? Once again is the Accord accounting for global warming and it's affect on Utah's winters and that affect on Salt Lake City's water supply. As a resident I hope Salt Lake City is aggressively protecting its interests in regards to the health of its water supply.	Salt Lake City	03/26/2015
I agree with all of the proposed actions to protect the watershed, preserve backcountry terrain and everything else Mountain Accord and Save our Canyons is doing! Thank you!!!	salt lake city	04/15/2015
I agree with preventing resort expansion and keeping them in check. I like much of the proposal in that aspect. Acquiring whatever private land that is possible is not a bad idea. Again the transportation aspect really misses the mark.	Salt Lake City	03/06/2015

	I am a bit concerned about conceding Hidden Canyon and the expansion into Silver Fork. Many of the private lands being turned over are already untenable for further development and their use as a bargaining chip is, in my opinion, overstated.	Salt Lake City	05/01/2015
	I am against any ski resort expansion. Ski resort expansion takes away from non motorized outdoor recreationalist. Areas that would provide a wilderness experience.	Salt Lake City	03/11/2015
	I am both a resort skier and a BC skier. But the most important aspect of the planning to me needs to be preservation of the backcountry ski terrain. I am very much in favor of the land transfers to preserve Grizzly Gulch and Flagstaff Peak for BC ski usage. I believe the interconnect between Alta and Brighton should be in the Catherine's Pass area, not via Twin Lakes Pass or anywhere else in Grizzly Gulch.	Salt Lake City	04/14/2015
	I am concerned about the "linking" of all these areas if it includes what will become high traffic areas requiring more leveling/flattening of the countryside to accommodate traffic. I am concerned proposed "tunnels" may disrupt the landscape considerably. It is important to preserve the land from development, so I support the exchange of private to public, and feel the minimal expansion of the ski resorts as proposed is acceptable.	Salt Lake City	04/26/2015
	I am concerned about the impacts of tunneling on water supply and quality in Cottonwood Canyons watershed. I urge Mountain Accord to study this issue carefully and if the decision is to proceed with tunneling, to ensure maximum possible environmental protection of the watershed in the design, construction and maintenance of the tunnels.	Salt Lake City	05/01/2015
	I am for the plan as long as ski resort expansion is kept in check.	Salt Lake City	04/14/2015
	I am happy to see some areas of these mountains being protected, such as Mount Superior. I think that it's a good compromise of land preservation to try to limit development at the bases of the ski resorts. I enjoy skiing and value it's importance for the local economy, but I want to see more done to prevent the resorts, like Snowbird, from expanding their territory into pristine wilderness areas. I think this aspect should be stressed a bit more. I don't want to see giant buildings constructed in the upper mountainous areas.	Salt Lake City	03/12/2015
	I am not happy about further development and expansion of ski resorts, especially development that is unrelated to mountains, such as waterslides and roller coasters. This is not Laogon! Our climate is becoming drier and warmer. With less snow, resorts may need to shrink.	Salt Lake City	04/08/2015
	I am not in favor of ski resort expansion, at their bases or especially into the back-country.	Salt Lake City	05/01/2015
	I am opposed to any further ski area expansion, categorically. The ski industries own numbers show a steady decline in ski area users, so how is a land grab for more public land justified? Likewise, direct and indirect revenues associated with skier/snowboarder attendance is a minuscule fraction of Utah state revenue, so there is little to no financial benefit to the general public to hand over yet more public lands. Every previous expansion has permanently eliminated access and use of backcountry terrain. Meanwhile, backcountry winter recreation has been experiencing a dramatic and steady increase, and the Wasatch Range is recognized worldwide for its unique combination of great snow and convenient backcountry access - that is, until the resorts take that legacy away. The top of the cottonwood canyons are already very congested, and options for backcountry access in the winter is already extremely limited. Even small expansions like Grizzly Gulch or lower Silver fork would completely block public access to significant terrain.	Salt Lake City	05/01/2015
	I am opposed to any ski resort expansion -- especially Brighton's efforts to expand toward 10,420'. However, the land swaps could make this worthwhile, so long as no additional expansion is allowed with additional public-private land swaps being part of the deal.	Salt Lake City	05/01/2015
	I am opposed to the proposed transfers of forest service land to private ownership. At least some of the areas are the only public parking areas that allow public access to forest service land. If these are turned over to private ownership they will eventually be used for development and what parking remains will likely be limited to guests at the resorts or become very expensive parking, as is occurring in Park City now that Vail has taken over the ski area. I am also very concerned about the impact on Salt Lake's water supply. Water used for snow making comes back to us as run off in the summer. Water used to support development becomes sewage. Given the current drought and the likelihood of climate change from global warming I don't think we can afford any additional development in Big Cottonwood Canyon or Little Cottonwood Canyon.	Salt Lake City	03/12/2015
	I appreciate seeing minimal ski area expansion as I feel that there are plenty of opportunities for downhill ski recreation in the canyons. What I would like to see considered is better connectivity of summer trails (hiking, mt. biking) between the Park City side and the Cottonwoods/Millcreek/Parley's side. Currently there are only a handful of connectors at Guardsman and Scotts Pass and at the Canyons. It'd be nice to for example continue the Wasatch Crest north towards Lambs Canyon and Parley's summit.	Salt Lake City	04/22/2015
	I appreciate the Blueprint's desire to meet everybody's needs here. I understand that it's a difficult task. That said, I cannot support what is effectively the selling of public infrastructure to the ski resorts. Having those upper elevation lands in the public domain is a great idea, and I'm all for it. But I'm not in support of doing so if that means that the four ski areas get to dictate public policy in a way that effectively delivers more tourists to their doorstep every day.	Salt Lake City	04/14/2015
	I believe it's a good deal for the ski resorts and gives them what they need to grow, while still being limited.	Salt Lake City	05/01/2015
	I believe that a train compromise is a backwards and invasive strategy for fixing the public transit issues we face.	Salt Lake City	03/16/2015
	I believe that any plan that does not include Grizzly Gulch should not be considered. In return I believe that a tunnel to connect alta with other resorts is perfectly reasonable and preferred. Protecting the area from Grizzly to Mt Superior is preferable over any other option. If possible the expansion of the twin peaks wilderness areas west of this area should just be expanded. As well as expansion of the lone peak wilderness area to include the white pine area. If pavement and maintenance of the guardsman pass is a potential it should be considered also.	Salt Lake City	04/22/2015
	I can support modest expansion of base-area management for the ski resorts in L. Cottonwood Canyon, but any expansion of ski permit boundaries needs to be kept to a minimum.	Salt Lake City	05/02/2015
	I cannot support any more land being taken from backcountry users and given to resorts, who value money over the preservation of the environment. There's been enough land degradation and commercialization by the resorts, no need to more of that when statistics show skier visits by resorts have been declining, whereas backcountry skiing has been experiencing double-digit growth year-over-year. Giving more land to ski resorts essentially takes away resources from a thriving sport (backcountry riding) and gives them to a declining sport (resort riding)	Salt Lake City	02/15/2015
	I can't imagine how terrible the mountain experience would become with a train. Maybe it's the least bad option (it's hard to know what the ski resorts would plan to do with their land parcels otherwise, and housing developments would also be bad), but holy cow. People love it here and move here for the "skiing", not the ski "resorts". In fact, resorts and their invasive luxuries (like a train) are a huge turn-off and will drive people (myself included) out of the state. I love Utah. Don't change it.	Salt Lake City	02/05/2015
	I did not see any mention of increased regulation or removal of the heli-ski operation. Additional water for 100+ home in LCC but how about the existing "dry cabins" that already exist? Will they get water?	Salt Lake City	03/17/2015
	I dislike the American Fork/Snowbird privatization. Also, I think Grizzly Gulch should definitely be public.	Salt Lake City	04/30/2015
	I do not feel land swaps for more base area development are a good idea UNLESS the land being protected is buildable and the swap will PREVENT development. Unbuildable land should not be swapped in order to allow more building to occur. Water resources in the canyons are limited and I believe that base area development needs to be limited to protect the watershed.	Salt Lake City	05/01/2015
	I do not support the scenario, as it does not establish permanent wilderness designation for the Grizzly Gulch area.	Salt Lake City	02/25/2015
	I do support preservation of these lands. I do not feel that building transit would preserve the land. This would be harmful for the wildlife and ecosystems. I also have concerns about how it would affect our water supply. I would support more buses being added on the current roads. I would also support a toll fee to increase use of public transportation.	Salt Lake City	04/30/2015
	I don't like the idea of public lands moving into private ownership. It always seems like the "public" gets taken advantage of. I'm not in favor of more development! We don't need MORE people coming to Utah to ski, as our winter air is bad enough already! The projected growth for Utah is already alarming without always trying to increase "economic development" for every business sector in the state. The quality of life along the Wasatch Front is already declining because of mass of people living here... I for one, am looking at moving because it's too crowded already.	Salt Lake City	03/15/2015
	I don't like the idea of trains going up the canyon as it would ruin the peace and serenity of the landscape. I find myself going up Grizzly Gulch atleast 10-15 times a winter and it would be a shame to lose Grizzly Gulch, Catharines Pass, Wolverine Cirque.	Salt Lake City	02/19/2015
	I don't think it is wise to try to accommodate the tourist that may be here for a week or two. This at the sacrifice of people that live here all year around. We can't eat money. More than anything else in this world...we need more serenity...then possibly we come up with new "out of the box" leads. I do thank you for the work you have done.	Salt Lake City	05/01/2015
	I don't think the recommendations incorporate enough protections about how extended drought will impact the Canyons. How will all aspects of the Canyon survive the lack of water that may be a realistic scenario. What additional restrictions on growth and usage of water need to be imposed in case the conditions of recent years are actually the norm and not the exception? I feel the current recommendations are catering to the expansionist needs/thinking of the commercial interests in the canyon to the disadvantage of conservation and sustainability.	Salt Lake City	04/13/2015
	I don't understand how a train system up any of our canyons is going to help the economy. It may help the economy of the owners of the ski resorts, but as for me an electrical engineer I won't see one dime. I do see a negative impact on back country access for skiing as well as a negative impact on climbing. Not to mention the environmental scars left behind due to the amount of construction this will take. This seems the precursor for the resorts in getting their wish for a linked up ski system. This system will greatly impact back country ski access as well as chew up more environment in the construction. In times where climate changes are slowing down revenue for resorts maybe these same resorts should be looking for more innovative ways of generating income through out the year. As opposed spending billions of dollars of someone else's money so they can get an extra 1000 people on their slopes during a powder day.	Salt Lake City	03/12/2015
	I enjoy riding my bike up the cottonwood canyon roads, and placing a mountain rail system will make riding more dangerous and less enjoyable as our wilderness will now be packed with human made trains and noise pollution from them. Expanding the alta resort also takes away from recreation for our snowboarders and back-country splitboarders, so it does not serve the best interest of the public as you will be limiting access to many recreaters...	Salt Lake City	05/01/2015
	I favor optimizing bus service to all the ski resorts. I am opposed to a light rail system going up Little Cottonwood Canyon and I am strongly opposed to a tunnel system between Little and Big Cottonwood Canyons. I would favor a long gondola up Little Cottonwood Canyon. This would be a terrific tourist experience and would decrease auto traffic in the Canyon. A Gondola might work in Big Cottonwood Canyon also, although I recognize that it would have to be even longer. The easiest way to connect the Park City areas with Big Cottonwood Canyon would be to improve Guardsman Pass and keep it open in the winter.	Salt Lake City	03/11/2015
	I find the land swap very equitable and beneficial for all parties involved. I think that the land parcels proposed for public acquisition make sense for both backcountry recreation and for the preservation of our watershed and mountain environment. I think that the parcels offered in return are in places where they will be of most use and benefit to the towns and resorts.	Salt Lake City	03/18/2015
	I have had this land trade scenario explained to me by both Carl Fischer and Buck Swaney and it still does not make sense to me. Why does Solitude want that land so bad? Do we really need Snowbird to expand way into American Fork Canyon? Are we really doing the right move by allowing Alta and Snowbird to expand at the base of their resorts? I love how the wording "marketable transit" was used in this document, who are you really marketing? Locals are not going to use all of this new land being developed? Locals are the ones buying season tickets and are coming back year after year? Will someone really need to be able to access all of this ski area in one day? Probably not. One cannot ski all of the "connected" ski areas in one day. That is one way for the resorts to market itself and make more money. Though I know that we can't just not trade something, I really hope that the least amount of impact is made with this land trade. I would hate to look out Hidden Peak or Sugarloaf and see nothing but ski lifts going through this area, no matter how much I love to ski.	Salt Lake City	03/12/2015
	I have no problem with the proposed ski area expansions to Hidden Canyon and lower Silver Fork though I feel strongly that Grizzly Gulch should be off the table as an expansion for Alta as it would remove a great, safe backcountry ski area (and would make the Twin Lakes pass area almost inaccessible for backcountry skiers also). I also support the proposal for the increased base area footprints and snowmaking. I support the construction of avalanche sheds where needed in the canyons.	Salt Lake City	03/16/2015
	I like snow, but I prefer to have water for drinking.	Salt Lake City	05/02/2015
	I like that parts of Mt. Superior and Flagstaff Mountain, White Pine and Days Fork would all be permanently protected from future roller coasters, condo developments or ski areas expansion...but I just can't tolerate and further expansion of existing ski resorts. If we don't have colder winters it would be a waste of investors' money anyway. Has greed blinded them? Any wild space is irreplaceable and invaluable. Why risk losing even another square meter to development?	Salt Lake City	04/23/2015
	I like the idea of controlling access to LCC. I do recreate often at odd hours. For example, like many others, I often ski at 6 AM. I also mountain bike at similar times. If there is only train or bus access, it would be great if it could be extended to serve those of us with similar time frames. Or, cars could be allowed on off hours.	Salt Lake City	03/07/2015
	I like the idea of swapping land strategically to mutual benefit of the public and the ski resort land owners. However, I don't feel like I know enough about the provisions of the proposed land tracts to be swapped to give a full endorsement.	Salt Lake City	04/29/2015
	I like the proposal to convert some ski area and private holdings back to the public (Grizzly Gulch, Superior, etc.). What is not addressed is a complete end to ski area expansion once a resolution is reached. In the past, ski areas have been insatiable in their quest for expansion. Will this finally be the end to further ski area expansion? Can this be stated in the plan? What has also not been discussed is that there is quite a bit of private land available in the Big and Little...these holdings are wild cards and could radically change the amount of development that we could see in the canyons. How does the Accord account for these private holdings? Although the Accord is not proposing a system of gondolas and trains connecting the canyons, I would like to state my opposition to this idea.	Salt Lake City	03/16/2015
	I like the regional trail network. I like swapping land in Grizzly and the southside of the canyon with the resorts, except for expansion by Alta toward Mt. Tuscarora.	Salt Lake City	04/28/2015

I like this. I am a ski resort user and a back country user (mostly for summer biking and backpacking). I didn't realize that much of the land I use is actually private property. I support allowing more concentrated development at the resorts in exchange for the more land to become public and protected (assuming we can still hike and hike on those public lands).	Salt Lake City	02/09/2015
I love the idea of acquiring more public land in the Cottonwood Canyons from private landowners, but only if it is then reserved for conservation, not development.	Salt Lake City	05/01/2015
I must admit I don't agree with the idea of a tram going from park city to solitude. I fear that that will cause that area to lose scenic appeal to the back country area. As an avid back country skier and mountain biker I don't like the idea of there being a tram in this area and/or a tunnel going through the mountain. Construction in this area would be detrimental to the land and ecosystem, let alone the terrain in this area. I think the tunnel with a transit system is a better idea and more efficient system then a tram would be. If I had to pick one, I think a transit in little cottonwood canyon is a good idea, but I also do fear how that could affect the appeal of hiking and climbing in the canyon during the summer but something must be done to stop all the driving and traffic in the canyon.	Salt Lake City	05/01/2015
I oppose any development or expansion into Grizzly Gulch and oppose the large expansion to the town of Alta base facilities.	Salt Lake City	03/02/2015
I oppose linking the canyons.	Salt Lake City	05/02/2015
I say undecided, because it depends. The Cottonwood Canyons Scenario states that Grizzly Gulch is only under consideration. That alone makes me fearful of Alta planning to expand into it. If Grizzly Gulch is not protected, and more ski lifts go in there, we the locals and backcountry enthusiasts have lost. I don't have much of a problem with the proposed Snowbird/Brighton/Solitude expansions. Other than the possibility of Grizzly Gulch not being protected, I also dislike the fact that the resorts would get more water for snowmaking. Obviously they "need" it because of the past few really bad years for snow. Those bad snowpucks have also hurt Salt Lake and the surrounding areas. This isn't an issue confined to the Wasatch Range. Snowpucks have been shrinking all over the place, and a lot of places are now in a state of continued drought. Using more of our water to create snow is only going to hurt that.	Salt Lake City	02/05/2015
I see this as a trade (bribe) for railroads/tunnels/ski resort development. The resorts are doing fine financially. They don't need to grow any more. They already sit in a priceless location with the greatest snow on earth. They already take a huge toll on the "veiwshed", watershed, and mountain ecosystem. They displace many, many other activities. Their footprint is large enough already and includes huge chunks of public USFS land that they have co-opted and altered for their own purposes. I do see the advantage of wresting some of their private lands away from them to protect them from development. But this development can be blocked in other ways. Perhaps these resort lands outside of the resort boundaries can be swapped for the very ample public USFS lands they "borrow" within their existing boundaries. That makes more sense to me.	Salt Lake City	02/10/2015
I ski Alta and have had issues getting up or down from there only on few occasions. The idea of a dedicated bus lane is not as bad as the proposed train and tunnels. However, if bus and cars are allowed at the same time, the purpose of the bus would be defeated. There is a bus now and everyone still drives. Let's face it, winter recreation goes with driving; it is often perceived as far less tedious and troublesome due to clothing and gear. Add larger families or families with children, and the bus is completely out. Lastly, the issue of parking remains. Where would we park in order to get up the canyons? The train idea is just laughable, not just because of money but also natural resources, preservation and even convenience (liking to the trax line in Sandy??)	Salt Lake City	03/26/2015
I support enabling the ski resorts to utilize more water for snowmaking. I do not support a mountain-rail system as I feel the return on investment would be quite low. The bus system that is currently in place could be improved by having direct and more frequent routes to major trailheads and resorts. It needs to be efficient and less expensive than driving a car. I could be supportive of a re-aligned chairlift in Honeycomb Canyon, depending on the alignment, provided there are no effects on Silver Fork backcountry. I am supportive of Brighton's formal adoption of Hidden Canyon, provided any chairlift reaches back towards the Great Western chairlift. I am supportive of increased connectivity between Brighton and Solitude in the SolBright area.	Salt Lake City	03/10/2015
I think a rail system, a tram, and tunnels are overkill. A rail system concerning for the cost, the funds necessary to build, the fire hazard from the track and or the fuel needed, tunnels seem excessive as skiing at one resort per day seems to be more than enough. The same is true for moving people from one resort to another with a tram. I don't think the demand would warrant it, and it changes the back country experience irreparably. Bikers, back country skiers, hikers don't need it. The ability to move many people are all limited with any of these mechanisms. Natural gas buses would seem more plausible, as there can be many of them at once, and they arrive at different times.	salt lake city	04/27/2015
I think that land anywhere near the wilderness areas should be acquired and serve as buffers from any development and increasingly intensive human intrusion. Development at Alta's base should be on a most limited footprint, use few resources, and try to be nearly invisible against the natural backdrop. I think that connecting Alta to Brighton and Park City would be a big mistake, and destructive to the character of Alta and Brighton.	Salt Lake City	04/27/2015
I think the land swaps are generally a good thing, as long as the expanded development has a hard and strong boundary to prevent further development in the future. The lines need to be drawn and NOT be malleable for future development.	Salt Lake City	02/04/2015
I think the land swaps make a lot of sense and I support them fully.	Salt Lake City	04/27/2015
I think the transit options, like trains and trams, to connect Big & Little Cottonwood Canyons and BCC and Park City cannot be built with negatively impacting the natural ecosystem to a high degree. Use of these trains or trams to connect these canyons will continue to harm the ecosystem over time and diminish any gains in any other parts of the blueprint. Other than these intrusive, unnecessary trains, the plan looks solid.	salt lake city	05/01/2015
I think there's a serious disconnect between the propaganda of the initiative "clean water" "preserve environment" meant to shield the reality that the actions proposed are 100% counter to the main alleged tenants of the plan.	Salt Lake City	04/14/2015
I think you'll know better how well it serves the public interests once you get the survey results back. As far as how it does serving my interests, I would say that through some things in serves them well and from others not as well but no detail are being asked here.	Salt Lake City	02/18/2015
I urge you to put environmental protection first and avoid further construction at all costs. Resorts have already built up enough, it's time for back-country to get its fair share in wilderness designation. We shouldn't have to exchange land-for-land to protect some then let resorts destroy some. There must be some alternative to this plan, like advocating mass transit rather than imposing more construction. It would be in ski resorts' best interest to advocate mass transit up the canyon in order to obtain better air quality in the long run, so skiers and employees alike can enjoy the benefits of clean air/mass transit.	Salt Lake City	05/01/2015
I vehemently oppose winter access being extended through the Cottonwood Canyons to Park City (see previous statement).	Salt Lake City	02/06/2015
I very much applaud the proposals to move those private lands to public ownership. I strongly oppose the proposals of developing the Flagstaff/Emma ridge areas for a lift. A rails system up the canyon would be great. I still would like to know how that would be financed.	Salt Lake City	04/30/2015
I want to be able to ski with chairlift access between all Cottonwood Canyon ski resorts. My out of town guests would PAY into the local economy if that were an option. I would pay more into the local economy if that were an option. Money that could otherwise go to alternate solutions for protecting the Wasatch. You are fighting the inevitable and driving money out of Utah if you resist this plan.	salt lake city	04/29/2015
I would like to know how much the different groups are represented in the Cottonwood Canyons Scenario. I would like to see an equal representation of all groups.	Salt Lake City	05/01/2015
I would support land swaps with resorts in order to permanently protect places like Grizzly Gulch which is the last easily human powered accessible north facing area above 9000 feet left in the Central Wasatch. I know some of it is private land and some of it public. I support property owners rights but if Alta wants to expand there let them give up public Forest Service land on which they currently operate. How about Albion Basin? I would support a lift expansion in Honeycomb Canyon for Solitude providing it does not actually extend the range that inbound skiers are able to go. No opening up Silver Fork to Solitude skiers. In other words the lift will not begin lower than the Honeycomb Return lift thus effectively opening up the East Bowl of Silver Fork and west side of lower Silver Fork to side country access. Look at where the avalanche deaths are increasing and you'll see it's mostly coming from people leaving resorts and getting in trouble.	Salt Lake City	04/30/2015
I'd be lying if I said I was happy about the proposed development on the "to become" private lands as a result of the land exchanges—but I guess it's worth it to get the current private lands that are not developed/protected as protected "backcountry." Additionally, I do want to see Grizzly Gulch procured as public land and to remain undeveloped, as well as I hope the Brighton Lakes area—(i.e. Lake Mary, Lake Martha, Lake Catherine, Twin Lakes—as well as the Wolverine Cirque) all remain as high-quality backcountry. Please no new lifts or aerial tramways into these areas.	Salt Lake City	02/15/2015
If employees were REQUIRED to carpool or take the bus as part of their employment contract, a huge part of the traffic congestion could be eliminated.	Salt Lake City	05/01/2015
I'm a frequent canyons recreator (estimate 3-5 visits per week) and believe that the mountain accord should be developed to optimize backcountry/non-ski area use and watershed protection. I understand that the ski areas want room for additional development, but I believe it should be done within their existing footprints and in areas that have poor access from the SL side and correspondingly little pressure from non-resort visitors. I have lived along the Wasatch Front for about 2 decades and have watched the crowds increase a great deal in the canyons during this time. While the ski resorts draw tourists and their dollars to the state, I believe that the backcountry (winter skiing and summer hiking/biking) areas draw more permanent visitors that can contribute a great deal to other aspects of the local economy. Having access to relatively wild areas is a major component to a good quality of life. People have and will continue to move here just to have this. Compared to the relatively unimpacted areas next to them, ski areas are pretty noticeably less wild and less aesthetic. This is true in the summer and the winter. The Emma Ridge/line and Grizzly Gulch areas have such easy hiking and skiing access that they should be spared from ski resort development. If Snowbird and Alta need to expand, they should be allowed to do so to the south and east into the Mineral/Dry Fork areas that few Wasatch Front users ever visit. Brighton could expand toward Park City, and Solitude could expand out toward Brighton a little bit I suppose. As for transportation, it seems like a no-brainer to optimize the canyons bus system during the ski season, and eventually during the summer months. Sure, we will have to construct some large parking structures near the canyon mouths, but you would have to do this with a train also. It seems like you could run a lot more buses for the \$2 billion it would cost to build a train up LCC. By the way, the train idea seems crazy. Wouldn't it require taking out portions of the cherished Quarry Trail, relatively pristine areas near LCC creek, and maybe some designated wilderness. And other than the "cool" factor, I can't see how it would be better than taking the bus.	Salt Lake City	03/16/2015
I'm a season pass holder and resort skier every year, but I am of the opinion that there are a lot of large ski resorts in our little mountain range already and they do not need to expand ski terrain. Snowbird and Alta are already so large that even on a busy day, once you get past traffic and parking to get to the resort, I feel they have a lot of capacity still. And that's just two of our 7 resorts! Increasing population will increase resort skier numbers - but it will also increase backcountry users. The balance we have right now is decent, and we should restrain resort growth into places like Grizzly Gulch. When possible, let's increase the amount of alpine terrain under protection. To that end, I am fine with increasing base area development via the proposed land swaps. Where there is already development, expanding it won't be as noticeable as adding new chairlifts, etc. Just make sure to preserve wildlife corridors near the streams and to allow crossing the canyons.	Salt Lake City	04/30/2015
I'm concerned with opening our watershed to more people. We are experiencing a decline in our water supply from the global changes in our environment and we should be very careful with our precious water resource.	Salt lake city	04/26/2015
I'm not certain there is a true balance between conservation, economy, tourism, etc. but that may be the reality of development/progress. The efforts made to include additional conservation/lands is commendable, but there should be more, and additional protection for existing lands proposed. Grizzly Gulch should be included in the lands set aside for conservation.	Salt Lake City	03/09/2015
I'm not sure there are a lot of facts presented to comment here. The Grizzly area is "under consideration". The area under Superior is probably undevelopable due to avalanche hazard so that may not mean too much. The area under Flagstaff has been talked about by Alta so that could be worth something if it was turned over to public. Otherwise, the remaining private enclaves may not be developable anyhow. Having said all that, I see the plan as "neutral" because I see it as improvements and economic development that won't overtake backcountry usage areas.	Salt Lake City	04/30/2015
I'm sorry I don't have time to look at this in detail right now.	SALT LAKE CITY	05/01/2015
I'm unsure of how much this serves public interests, but I'm sure it serves many private interests.	SALT LAKE CITY	03/01/2015
Improved bus service, definitely. Trains and tunnels? Definitely not. All the rail solutions seem primarily driven by the perceived need to emulate the Alps. We are not nor should we try to be. On the up side, protecting various lands by putting them off-limits to development, whilst permitting more resort development in certain key areas is a wise compromise. Resorts need to accommodate their expected traffic by improving/expanding their base infrastructure. New lifts in new areas are really not needed, however.	Salt Lake City	04/16/2015
Individual ski areas have different management styles and should be managed individually. The 258 acres for base-area management and future development (with new culinary water for up to 108 units at Alta) to support activity at transit stops will impact the landscape and character of Alta. The Scenario does not acknowledge Alta's planned lift into the Grizzly Gulch.	Salt Lake City	02/06/2015
Is this agreement dependent on the new transit system connecting the canyons to each other and Park City?	Salt Lake City	02/12/2015
Is this agreement dependent on the new transit system connecting the canyons to each other and Park City?	Salt Lake City	02/12/2015

	<p>It appears members of the Mountain Accord, including Salt Lake City are willing to trade future water contracts to a very select few, those who down hill ski or can afford multimillion-dollar condos at the base of a resort. Before the Mountain Accord selects who gets to develop in the canyon a thoroughly open and transparent public process must occur. Looking at the map of areas the Mountain Accord is touting as "protecting," one is private land at White Pine Reservoir. Since this land is surrounded by public land without any access and currently stores water for Sandy City and South Despain Extension it is protected land and water. The Mountain Accord is being dishonestly touting this as a "win-win" solution. This trade accomplishes nothing towards protecting water for our future, in fact it seems simply a nod to the ski industry and Forest Service. How well should a swap like this go over to those who are already leery of the Forest Service's water motives? The Forest Service is in several of our congressional delegates crosshairs since their recent attempt to revise their ground water directive drew criticism throughout the west. This trade will be heavily scrutinized by all of the stakeholders and is nowhere near being a sure thing. By trading land, which is already being protected, even if "de facto," the Mountain Accord is not getting a fair trade. The Mountain Accord is premature in advertising this proposal as a compromise between the ski areas and others in protecting our watersheds when the area around Grizzly Gulch is simply "under consideration." Before these proposals can move forward, we must understand completely what is being offered. The Mountain Accords so called "blueprint" seems more like a draft, certainly not ready to be taken through the federal National Environmental Policy Act Environmental Impact Statement process. Swapping out our heritage for promises of wilderness or federally protected land is premature. Our congressional delegation would block ANY attempts to designate more land in the Wasatch as wilderness or impose further federal protections. The Utah State Legislature is actively fighting to wrestle control of federal lands, I am to believe the Mountain Accord has found the magic path to make all of these land swaps happen? This proposal needs much more fleshing out before it can be called a "blueprint."</p>	Salt Lake City	04/28/2015
	<p>It continues the destruction of American Fork and pollutes more water</p>	Salt Lake City	04/28/2015
	<p>It doesn't. It is about tourism and not our water supply.</p>	Salt Lake City	05/02/2015
	<p>It identifies, rather than solves, the critical issue of Grizzly Gulch. It gives away the Meadow Chutes. These are the two most critical ski-resort / back-country issues. Both are unambiguous win/lose issues. They are both well used now, and the resorts would like to take them away from their current (local) use to be sold to (out-of-state) downhill skiers. How is this any kind of compromise? So kudos for at least listing them, but demerits for leaving them unsolved and then presenting this as a "blueprint". On the other hand, increasing ski-resort base facilities could help make the resorts more viable without hurting other users. I'm ok with that.</p>	Salt Lake City	04/20/2015
	<p>It is hard to imagine that trading essentially unused private land for currently public land that would go on to be developed would provide a benefit to the environment.</p>	Salt Lake City	03/02/2015
	<p>It is not in the public's best interest to invest a bunch of money in a "marketable" rail system when we already have the seed of marketable public transit ready to flourish in busses and shuttles. A rail system would go up and down the canyon with no more frequency than a bus could achieve from the canyon head. Why not increase frequency of bus runs, invest in cleaner-fueled vehicles, and give the shuttle system a canyon-tailored makeover with space for mountain bikes, ski/snowboarding equipment, and rider's camping gear. Utah would be the novel site of sustainable recreation if it was possible for people to camp without driving through! A complete new Idle Free, low-to-no emission canyon fleet would surpass marketable expectations for canyon transit. It'd save the money and physical energy/material needed to develop a rail, and challenge UTA to bolster their own services by creating transit competition. Please also consider the noise a rail system would bring in the canyons. Diverting personal automobile traffic onto a rail system serves our air quality and energy-reducing needs for the long run, but Little Cottonwood Canyon is one of the last spaces for quietude and escape from city noise. Light-rails are great and they best serve populations using it to make it to work, schools, homes, grocery stores, appointments etc. There is great potential in building light-rails on Foothill through Wasatch Blvd to link them to Bus Rapid Transit to both serve the high traffic going through LCC while decreasing unpleasant noise.</p>	Salt Lake City	02/23/2015
	<p>IT is pro-development. That is not the real public interest.</p>	Salt Lake City	05/01/2015
	<p>It mainly just helps ski resorts</p>	Salt Lake City	02/05/2015
	<p>It opens the door for more development in the canyons--which I am opposed to.</p>	Salt Lake City	05/01/2015
	<p>It pulls water resources out when Utah is considering requiring water rationing - there is no extra water to spare, and it certainly doesn't belong to a bunch of expensive developments in the Cottonwood canyons.</p>	Salt Lake City	04/26/2015
	<p>It seems critical to move toward a light rail solution for Little Cottonwood Canyon. It seems too ambitious to bite off a connection with Park City from the beginning. Why not try rail in LCC and see how it goes then determine if the connection to PC makes sense.</p>	Salt Lake City	05/01/2015
	<p>It will keep these areas how they should always have been.</p>	Salt Lake City	04/30/2015
	<p>It's a great idea to delineate the private/public and expansion/conservation areas.</p>	Salt Lake City	04/30/2015
	<p>Its great that there is talk and recognition of saving certain areas of the Wasatch but it's frustrating that the resorts are holding it hostage. Unfortunately, it's naive to think we could preserve that private land and not have to give something up. No more lifts though!!</p>	Salt Lake City	03/30/2015
	<p>Keep in mind that U.S. ski resorts are basically chasing the same skier base (not new skiers) to get them to come to their resort. Resorts always have to offer more and better facilities. The Wasatch is small and must be protected for the drinking water and the recreation for all that should be available. It isn't all about the elite that keep ski resorts going.</p>	Salt Lake City	05/02/2015
	<p>Land swaps are potentially ok provided the details are fully spelled out before the swaps are approved. IE environmental impact, water use, high density housing such as condo's or new hotels.</p>	Salt Lake City	05/01/2015
	<p>Land: Scenario F says ski areas are willing to make exchanges of private parcels to public... is their an MOU or formalized agreement? Where does the LDS land in LCC fit into the transition of private to public land? How can the public access land on the south side of the Wasatch Resort? Trails: I'm very supportive of enhancing the connectivity of trails with paired trailhead facilities.</p>	Salt Lake City	03/17/2015
	<p>LEAVE IT ALONE !!! NOTHING NEEDS CHANGING</p>	Salt Lake City	03/15/2015
	<p>Leave the Wasatch the way it is.</p>	Salt Lake City	02/05/2015
	<p>Limit Ski Resorts to present boundaries. Most important use is as a watershed. Ski Resorts do not need to expand - Just the opposite - reduce their size. Backcountry skiing is OK. Do not expand Ski Resorts boundaries. NO NEW LIFTS ARE WANTED OR NEEDED.</p>	Salt Lake City	05/01/2015
	<p>MA is too heavily favored towards ski resort development and expansion. At some point there is a limit to the number of people you can put in the canyon regardless of transportation systems. You cant keep expanding use forever. Use an optimized rapid transit system, improved road, limited parking, disincentives for driving/parking in the canyon, and the natural box end character of the canyon to have a natural maximum capacity. Most quality recreation businesses have a capacity limit before the experience is diminished. Disneyland, Ski resorts, go-cart parks, golf courses and many more. LCC and BCC should have it's limits too. If there are 2m more people in UT...there needs to be capacity limits or the experience is destroyed.</p>	Salt Lake City	03/02/2015
	<p>Mass transit to upper canyons would be in everyone's best interest but there is NO justification for connecting the upper canyons by tunnel or any other methods</p>	SALT LAKE CITY	02/05/2015
	<p>More development in the Cottonwood Canyons would destroy the current feel of them. They are unique as they are. Updates are one thing but if the Cottonwoods start looking like Park City areas, I believe many people would be upset. The Cottonwoods need to keep their current balance.</p>	Salt Lake City	04/30/2015
	<p>More private land should be made public and conserved with the most protective conservation designation possible.</p>	Salt Lake City	02/05/2015
	<p>More protection needed. Watershed poorly protected under these plans.</p>	Salt Lake City	04/19/2015
	<p>My one main concern for developing these canyons further is water usage. How much water can the watershed provide? I also think Salt Lake City should put in mandatory watering restrictions each summer regardless of how much rain we get. It's crazy to me that this doesn't already take place in a city in the desert!</p>	Salt Lake City	04/30/2015
	<p>my primary concerns are watershed protection and protection of the wilderness and wildlife values of the central wasatch, including alternative transportation and limiting further expansion of the ski resorts. Development in the central wasatch should be limited and constantly monitored to protect the beauty and values of these incomparable mountains.</p>	salt lake city	02/16/2015
	<p>my primary concerns are watershed protection and protection of the wilderness and wildlife values of the central wasatch, including alternative transportation and limiting further expansion of the ski resorts. Development in the central wasatch should be limited and constantly monitored to protect the beauty and values of these incomparable mountains.</p>	salt lake city	02/16/2015
	<p>Need to preserve public access, for recreational uses, across any newly privatized lands. The scenario is vague on where additional water and water rights come from to meet proposed future development.</p>	Salt Lake City	04/29/2015
	<p>No expansion of Brighton into Hidden Valley.</p>	Salt Lake City	02/06/2015
	<p>No more development in the Wasatch! The plan seems to address lots of important big picture problems related to the threat of future development. Does it address increasing damage caused by mountain bikers or the growing conflict among mountain bikers and other trail users?</p>	Salt Lake City	04/30/2015
	<p>No more development. Closure of the canyons to private traffic on weekends and high volume days. Only commercial permitted vehicles on those days and public transit. No ski area expansion. NO TUNNELS OR TRAMS CONNECTING PARK CITY TO COTTONWOODS. Prioritize clean watershed.</p>	Salt Lake City	02/24/2015
	<p>No mountain transit is needed, and will not benefit the Cottonwood Canyons. I like the idea of secure more public lands.</p>	salt lake city	02/28/2015
	<p>No one comes away completely happy</p>	salt lake city	03/08/2015
	<p>NO SKI RESORT EXPANSION!! NO NEW DEVELOPMENT!!</p>	Salt Lake City	05/02/2015
	<p>on the surface this approach looks favorable. I've heard thru multiple sources the only way this scenario is approved by the Resorts is that a train has to be build up the canyons. In my opinion a train up the Cottonwoods would be a Disaster to the canyon and environment. Those canyons are too small. If the Resorts want to have further development let them build the infrastructure and their parking needs to the development. Don't make the public pay for a train so they can build more SF. A train will never pencil up the Cottonwoods.</p>	Salt lake city	03/11/2015
	<p>Our mountains are close, we have rich wildlife, and other diverse resources. Protecting the canyons is important. Comparing our Wasatch Mountains to the "Alps" and "connecting" the canyons and trails is just a bit grandiose.</p>	Salt Lake City	03/11/2015
	<p>Overemphasis on lands, under emphasis on traffic impacts, especially through traffic.</p>	Salt Lake City	02/05/2015
	<p>Permanently scarring our landscape for transportation between places that is already available by road in the summer, and used recreationally by backcountry users year-round is an absurd idea and not in line with "responsible stewardship of our resources".</p>	Salt Lake City	03/18/2015
	<p>Please address how the disputed areas will be handled instead of leaving them open for discussion - i.e. Grizzly Gulch. Please provide more content on where you want to put lifts and how many access roads will be needed to maintain the lifts. Also provide details as to where those roads would be placed. This report is vague at best, barely mentioning aerial transport. While progress has been made with this accord, it lacks depth and detail that is needed to garner support. Additionally - would a train be added while keeping the existing road open or would the road be shut down? That needs to be addressed. A train isn't a bad idea if the road itself is shut down, or access to the canyons is limited by shuttle. But to have both the road packed with cars and a train cruising up and down the canyon- that seems to be a very poorly planned idea. Additionally, please convince us that all of this is necessary for an industry that is steadily declining and more people are exiting the sport of skiing than entering into it. Also, is all of this necessary with the snow we have been receiving in recent years? We haven't exactly been having stellar winters. I do not see any of this addressed in the study. I do not support this plan in its current state.</p>	Salt Lake City	02/16/2015
	<p>Please do not expand the base facilities at the Cottonwood Canyon resorts. The goal should be to keep the development simple, with basic services and lodging. The magic of the Cottonwoods is that they are not overly developed like Park City, Jackson, Lake Tahoe, Colorado, etc.</p>	Salt Lake City	02/09/2015
	<p>Please don't develop American Fork Canyon for skiing!!! It is one of my favorite places because it ISN'T as developed as the other canyons.</p>	Salt Lake City	05/01/2015
	<p>Please see prior comments. Yes to better transportation efforts. No to Ski Link or Interconnect or any similar ideas and schemes.</p>	Salt Lake City	02/06/2015
	<p>Proposed resort expansion and projects like One Wasatch would either eliminate or endanger low-risk backcountry terrain critical for those new to backcountry travel and those traveling on higher risk days. The backcountry access we have makes the Wasatch front a special area and encourages responsible, sustainable use of our wilderness areas. Encroachment of these areas by ski area expansion and increased backcountry resort access may benefit the few pockets of ski area owners, but creates a new land-use burden and reduces the quality of wilderness recreation for those of us living and recreating here on the Wasatch front. Please protect these lands that are such an important place for us.</p>	Salt Lake City	05/01/2015
	<p>Providing a "marketable transit option" is contrary to the entire idea of dispersed recreation. The appeal of a backcountry experience is the seclusion and scenic journey to the destination. Having lift rails and mechanical operations would not only detract from the natural beauty and landscape that people seek out in dispersed recreation areas, but will more than likely deter many tourists from coming and enjoying the land. The Cottonwood Canyons Scenario also fails to responsibly consider the needs and uses for the water that it proposes to acquire. Our winter this year was dismal, and while the ski resorts undoubtedly had financial hits, the water should NOT be allocated to make more snow. One needs only to look to California to realize the extremely real threat that a drought holds for the citizens of the Wasatch. Our watersheds need to be expanded and protected to provide a clean and sustainable source of drinking water, especially if the population is predicted to grow substantially over the next decades.</p>	Salt Lake City	05/01/2015
	<p>Public interest has come second, and the stake holders have created the proposal first. So it is hard to see how one could agree that public interest is very important here. My hope is that intelligent citizens will read this and see the flaw in that logic (I could be wrong as their might have been a public input I am not aware of).</p>	salt lake city	02/06/2015

Purchasing private lands in the upper Cottonwood Canyons is an excellent idea if these lands are truly being set aside to preserve these areas from future development. Our water resources are a big concern for the Salt Lake Valley. More development will impose too much of a strain on our precious water resources.	Salt Lake City	04/30/2015
Read above.....Totally AGAINST THIS.....	Salt Lake City	02/04/2015
Same basic position as Wasatch Backcountry Alliance (WBA), Writter Wildlands Alliance (WWA) and Save Our Canyons (SOC).	Salt Lake City	04/30/2015
Same issues as above.	Salt Lake City	03/25/2015
see above	Salt Lake City	05/02/2015
See above comments. A regional trail network is unnecessary. There is more than adequate access within the canyons on existing trails. The assumption that to make things better we need to "build" and "expand" is invalid. Like it or not, we have reached the stage where "control" and "limit" are necessary to preserve what is already there without further degradation of water resources, air quality, wildlife habitat, etc.	Salt Lake City	04/13/2015
See above for LCC	Salt Lake City	03/26/2015
See above rant about tunnels and trams. Instead, do a train up both the Cottonwood canyons. It works in the parks. Make parking a pain (see Whistler, again). If there is real rapid transit between PC and SLC, then people would be much better served getting up and down our Cottonwoods using that system. If the goal is to maintain the areas, then don't run trams or tunnels to them PLEASE. Trading lands around seems OK, if it keeps back country access open and unobstructed (see tunnel and tram rant) . Everybody skis "Hidden" anyhow, might as well do avalanche control there.	Salt Lake City	04/26/2015
See my comments above	Salt Lake City	04/29/2015
See my comments above	Salt Lake City	03/04/2015
See my comments in the previous section for a good summary. I am in support of shuttle buses in the cottonwoods but a rail and tunnels are a terrible and invasive idea that ruin the essence of the wasatch range. I support trail network expansion but keep the mountains pure and free of tunnels and a rail system. It will ruin a lot of land and disrupt the ecosystem as well as the whole backcountry experience. The gondola is too invasive as well, the backcountry is intended to be a challenge to enjoy its beauty.	Salt Lake City	05/02/2015
See my earlier comments in Part 1 regarding transportation in the Cottonwood Canyons.	Salt Lake City	04/27/2015
Setting aside lands for wilderness is fine, but it doesn't make sense to swap for having the rail system up the canyon. I am opposed to having the train go up the canyon or having tunnel through the mountains. I support the engineer Todd Leeds comments about that not being a good idea for the mountains.	Salt Lake City	04/30/2015
Ski area expansion is too limited in the trade off.	Salt Lake City	05/01/2015
Ski areas keep on expanding and expanding. I would theoretically support allowing a little more expansion now in order to prevent future expansion, but I don't really trust the ski industry, particularly now that the aggressive Vail Corporation has taken over the Canyons/Park City. It seems inevitable that ill-conceived plans like "One Wasatch" and "Skilink" will keep popping up. I've read the Park City report on predicted effects of climate change on the ski industry so it also seems inevitable that the lower elevation resorts will keep trying to grab higher elevation terrain. I think the ski areas are already too big. They have already expanded into places that should have remained as backcountry. Since they have already absorbed too much of the Wasatch Mountains it really rankles to be asked to give them even more, but the tradeoff might possibly be worth it if it really eliminates the problem of private inholdings. Wilderness: Wilderness designation seems essential as a boundary to ski resort expansion and to protect the watershed. I support the Wasatch Wilderness and Watershed Protection Act that was introduced by former Congressman Jim Matheson.	Salt Lake City	04/30/2015
Ski resorts are concerned with profit. They may mask their intentions of wanting to make more money as wanting to protect the environment but we do not need to give them the 258 acres for future development.	Salt Lake City	04/01/2015
So many stakeholders and moving parts, it's hard to know if the CCS is for the benefit of all the public or just the owners of the ski resorts. It is always the details in which the deal is good or bad. Hard to know which private owners of the land want it to remain pristine and untouched and which want to develop or mine it (LDS church and the Granite mine). I am eager to register my opinion that both lower canyons are not being used at all in the interest of the benefit of the environment, the unique draw of the canyons as a pristine and natural wonder, or our general public wellness. It has been allowed to be pillaged and torn up by private land grabbers who never should have been given ownership of the land. It should have never been sold to the quarry, Terry Diehl, the LDS Granite mine, nor the current developers of the puked out giant/or-homes of the lower Little Cottonwood. These private interests have fast turned our lower Cottonwood Canyons into an eyesore.	Salt Lake City	04/30/2015
Thanks for your consideration of my opinion. Amy	Salt Lake City	02/11/2015
Specifically call out that One Wasatch will not be allowed. The current plan allows for reasonable resort expansion, no additional expansion should be permitted. This is especially true for the grizzly gulch area.	Salt Lake City	02/11/2015
Stop expanding on our public lands. We need more pristine and non commercial lands!!	Salt Lake City	03/26/2015
Thank you for working to try to find compromise to backcountry access.	Salt Lake City	03/15/2015
The areas outlined in this scenario desperately need preservation and public designation. The compromise with the ski resorts seems just.	Salt Lake City	03/05/2015
The assumption of a rail solution is premature and lacking factual support, and distracts from this process. I'm happy that UTA money and staff have supported this process to this point, but that unfortunate fact now threatens to derail and bias any outcomes or decisions.	Salt Lake City	05/01/2015
The backcountry public land should contain all Superior, Flagstaff, and Grizzly gulch, AND Silver fork. The proposed rail system seems pie-in-the-sky. The ski industry would benefit immensely from rail, but at a HUGE public cost. Its hard to imagine this being realistic, but I'm open to it. What's the buy in from the public and the ski industry? Buses seem much more realistic. Mandatory carpooling would be minimal expense as well. I'd be happy to support any and all reasonable priced projects through user fees.	Salt Lake City	05/02/2015
The Blueprint fails to consider watershed impacts of proposed transportation and interconnect construction. It does not answer the question of why the resorts can demand an interconnect. The presumption is that taxpayers would pay for transportation "improvements" The trade of private lands for expansion of ski resort expansions seems positive.	Salt Lake City	03/16/2015
The Blueprint serves the interest of developer.	Salt Lake City	03/22/2015
The canyons should not be locked together and if a transportation link is required, try it with Big Cottonwood first and attempt to leave Little Cottonwood unique and unlinked until that proves to be a mistake in the future.	Salt Lake City	05/01/2015
The CCS contains some good ideas, particularly those aimed at concentrating development at the base of the lifts, sort of like Snowbird is already doing (and for which it should be commended). High rise development, similar to the Cliff Lodge and similar hotels in Europe, is a good plan. However, it sort of stops there. Making the backcountry more and more accessible to side country explorers does no one any good, and only creates the opportunity for more out-of-borders to get hurt or killed. Seriously. There are some obvious places where connections could be made, like over Catherine's pass, where development is already quite extensive. But the temptation to "interconnect" and "one wasatch" the place should be avoided. If there is some appeasement for the resorts, with expanded boundaries, these boundaries should be made HARD (like creating wilderness areas) so that we don't have to revisit these same requests for more land again, say in 10 years. Or every 10 years until all the land is available to lift-skiers.	Salt Lake City	04/07/2015
The Cottonwood Canyons are already heavily impacted. Bringing more people and more intense use is not in the best interest of preserving what is left of the natural environment. Construction of a light rail system in Little Cottonwood, a text book example of glaciation, would negatively affect the nature of the canyon.	Salt Lake City	03/14/2015
The Cottonwood canyons scenario addresses the key issues of the canyon.	Salt Lake City	02/05/2015
The cottonwood canyons scenario doesn't take into account users that are not purchasing lift tickets from the ski areas. The transportation outline covers how to get people into the mountains, but not how they will benefit the economy. Maintained bike and hiking trails should be a priority. It would be financially feasible to connect Park City to Alta via bike trails prior to mechanized connections. There are currently not a lot of options for a visitor to help stimulate the economy in upper Little Cottonwood Canyons in the summer.	Salt Lake City	03/20/2015
The Cottonwood Canyons Scenario is a win-win for everyone. It is a "no-brainer" land swap that protects sensitive lands while allowing the resorts flexibility for operations and expansion. If this land swap is the only part of the Mountain Accord that gets implemented, I will still consider the Mountain Accord highly successful!	Salt Lake City	03/09/2015
The Cottonwood Canyons Scenario is concerning in its proposed benefits to the ski areas. The benefit to ski areas of additional water for snowmaking is of great concern. It is necessary to conserve water, particularly at the headwaters, for the health of the stream and associated riparian area. Negative impacts of snowmaking include loss of approximately 30% of water to evaporation in addition to the general environmental disruption of snowmaking including sound, impacts of snow density on flora and soil, chemical composition of water used ( <a href="http://bit.ly/1DsGS3l">http://bit.ly/1DsGS3l</a> ). Additionally, it seems unreasonable to expand base area development to the extent noted, as this proposed expansion contradicts watershed and environmental protection efforts. The Cottonwood Canyons scenario is lacking significant detail related to environmental protection and seems more focused on economy and recreation than it does environment.	Salt Lake City	03/16/2015
The cottonwood canyons scenario must explicitly prohibit a lift going up Grizzly Gulch. That area is a key access point to some of the most used and valued back country terrain in the Wasatch. Building a lift there would benefit few, while taking a precious resource away from so many people. I'm also adamantly opposed to Brighton expanding into Hidden Canyon.	Salt Lake City	04/22/2015
The developed ski areas gain far too much and give up far too little. That is not an equal trade off.	Salt Lake City	05/02/2015
The entire equation will be completely changed depending on whether a rail line is built alongside the road in Little Cottonwood Canyon or whether it is built separated from the existing highway. I would fully support BRT/Mountain Light Rail in Little Cottonwood Canyon if the rail lines hugs the road as tightly as possible (and uses the existing passing lanes where available). If the rail line is built farther away from the road, then I would be vehemently opposed. Little Cottonwood Canyon is too narrow and too sensitive for more of the mountain slopes to be sacrificed for transportation corridors. Only the existing transportation corridor should be used, with cuts into the mountain sides used only when absolutely necessary.	Salt Lake City	02/04/2015
The exchange of lands is obviously a compromise, perhaps inevitable. Grizzly Gulch should absolutely be included into the preserved areas.	Salt Lake City	04/03/2015
The idea of land trades and consolidations seem very appropriate. The future, and future use, of the canyons is highly dependent upon very uncertain future events. That should give strong preference to going beyond trades, to add public acquisitions of critical areas and to limit development on both public and private lands where that is important for preserving future options important to meeting uncertain futures (the plan presumably will explore what these uncertainties are). Fair compensation probably would be expensive, so the costs and financing also need exploration.	Salt Lake City	05/01/2015
The ideas behind getting more water to certain units and areas when under public ownership sounds like one of the best ideas that could come from purchasing the land at the top of the canyons. My main concern is with the vegetative impacts, and soil impacts created while creating a mountain rail system. The system, in and of itself sounds amazing and I would love to use it. I know that there are already rails going up Little Cottonwood Canyon - but how can you really mitigate that sort of impact? That is a huge undertaking to put that sort of system in place. The same goes for the tunnel: how in the world do you mitigate that and ensure that it's within the proper parameters of an EIS, and in accordance with proper NEPA standards? In addition to that, having a connection of water at the top of the canyon is fine, I'm sure you could figure that out without too much dismay - I'll have more comments for transportation below.	Salt Lake City	03/09/2015
The land swap is a good idea, however, the implementation of a mountain rail system is completely against my beliefs on how a canyon should look. Your visiting tourist family would still rent their suburban whether there's a rail system or not. There must be different alternatives instead of development.	Salt Lake City	04/30/2015
The lands must be preserved and the ski area expansion halted! (see above). No more development. 108 units at Alta!!! - nol Why do they need that resort expansion? Its already easily accessible side-country. Is it so they can bomb it or eventually put lifts there?	Salt Lake City	05/01/2015
The Mountain Accord outcome I would like to see would focus on conservation of the land. Protecting our watershed and changes that would amount to a net reduction of development in the Central Wasatch. Land swaps that would concentrate development at the base of resorts in trade for minimizing private land in the backcountry seem to make sense both economically and environmentally. A Shuttle system involving buses or vans would be able to meet the varied recreational needs in the canyons. Trains are not conducive to multiple trailhead stops and are not as flexible as buses or vans for changing needs both over time and season. Plus the environmental cost of building rail in the canyon seems overwhelming for such small areas. I don't support further connectivity for the resorts. There is no good way for this to be accomplished and the benefit would have nothing to do with those of us who live here. It is all for marketing a declining industry. I would also favor fees such as we have in Millcreek Canyon. It makes sense that those that use the canyons for recreation should help in the maintenance of those facilities that we enjoy. Money collected should be earmarked for improvement and maintenance of those canyons.	Salt Lake City	04/27/2015
The mountains are too crowded already don't build light rail up the canyons.	Salt Lake City	05/01/2015
The property in american fork canyon seems an odd exchange. Where is it? Why is it being deeded? How does it benefit the resorts?	SALT LAKE CITY	04/15/2015
The proposal is good in it's attempt and initial plans for cooperation between all interested parties. I'm happy that we've all come together to work out these issues. I'm still a little disappointed in the lack of innovative concepts proposed, although I understand that there are a lot of different people to appease. I am very concerned about the loss of backcountry access in Grizzly Gulch. It's the cornerstone of wasatch backcountry skiing, and this area needs to be kept as non-lift serviced.	Salt Lake City	03/16/2015

	The proposal is not balanced. The resorts are getting base area expansion, a tax-payer funded train and tunnel system, water for expansion, water for snow-making, AND SKI AREA EXPANSION. In exchange, the north side of the canyon from Superior to the Emma Ridges (NOT GRIZZLY GULCH), will gain protection. I would support this recommendation if the ridge line from Superior to Catherines Pass was protected in perpetuity, AND NO SKI AREA EXPANSION.	Salt Lake City	03/02/2015
	The proposal serves the ski industry not the public.	Salt Lake City	02/12/2015
	The proposal to move forward with either a tunnel connecting the Cottonwood Canyons to Park City or a gondola both seem a little absurd and undermine the notion of environmental protection. It seems like a purely economical move in terms of consolidating resorts and limiting backcountry access (Vail Resorts expanding from two resorts in Park City into a third in BCC). A much easier way to increase tourism revenue in Utah would be to change the liquor laws as opposed to drilling a hole through a mountain or building a gondola.	salt lake city	04/30/2015
	The proposed Snowbird extension seems excessive. This resort has already become one of the most intrusive "eye sores" of the Wasatch front. We've already allowed them to dynamite off the top of a mountain to build a tram, and now an embarrassing conference center. It is time to put a more definitive restriction on their destructive and extensive expansion projects.	Salt Lake City	02/12/2015
	The public's interest is opposed to the ski resorts' interests. No more ski area expansion or base area development. No land swaps. Protect as much land as possible with wilderness designation.	SALT LAKE CITY	02/12/2015
	The scenario, as stated above, only brings upon an unsustainable amount of people to the area. The Cottonwoods is a relatively small area, that even today, is becoming crowded and in turn decreasing the state of wilderness within the canyons. Once again, economic prosperity is becoming the single tiered idea of this proposal not seeing the effects that this has on the environmental health and the social equity.	Salt Lake City	05/01/2015
	The ski resorts do not need to expand another acre! They already attract tourist from all over the world. At this point it is diminishing wilderness experiences from local residents who use the back country which is always growing.	Salt Lake City	03/13/2015
	The tradeoffs of allowing 108 new water shares for Alta, exchange of lands in American Fork to Snowbird, some expansion of ski area boundaries into Hidden Canyon and Honeycomb Canyon seems reasonable if the parcels are acquired for public ownership in Grizzly Gulch, Flagstaff Mountain and White Pine is made off limits to ski area expansion. It all has to come together or none of it will work.	salt lake city	02/23/2015
	The Upper Cottonwood Canyons must have environmental protections in place. Though economic growth is important to the State of Utah, too much exploitation will undoubtedly impact water, animals, and other natural resources. There has to be a fine balance between these goals and it's impossible to determine this from the blueprints.	Salt Lake City	03/04/2015
	There has long been a need for Big and Little Cottonwood Canyons to be connected to Park City and to each other, and without having to go back down the canyon. This has long been expressed by the people in the valley that use these canyons and would bring a great benefit to the towns economically. This is an example of "public development options" as proposed by the public. A study for the best way to accomplish this should be completed quickly.	Salt Lake City	02/05/2015
	There is no need for a tunnel or lift connecting little and big cottonwood canyons. There is no need for a tunnel or lift connecting park city to big cottonwood canyon. This will ruin the pristine backcountry that hundreds of people already enjoy on a daily basis.	SALT LAKE CITY	02/10/2015
	There is no need, nor is it desirable to the WF community, to expand the acreage of developable ski base areas. The ski areas can work with what they have, although some small swaps should be considered to better align transit service (better located, but fewer, transit stop facilities) Swapping or exchanging land is desirable provided past private land purchases solely for purposes of speculation are not rewarded (on steep, riparian, or other designations known-to-the-buyer to make land undevelopable). Exchanges should be considered for land of equal value, not equal characteristics, and generally should be for land outside the central Wasatch. The cost of rail, land needs, and pressure on year round development that rail it will bring, seem undesirable compared to other transit options. Bus service should have been considered in more detail and rethought in the blueprint. The schedule, frequency, and routing of current buses almost seems designed to discourage ridership. Transit need an advantage. The LCC buses should stop once at Alta and Snowbird each, with stops and related facilities constructed to minimize travel time. The bus should stop at Creekside (on the highway) ,the top of Chickadee or at Snowbird Center. If at Chickadee, there should be a structure with lockers as well as a fast cabriolet style lift that facilitates up and down hill foot passengers. If it stops at snowbird center, it should have its own dedicated paved route through snowbird entering at entry 1 and exiting on the bypass road, underpassing the chickadee ski run. This would facilitate shorter travel times and provide an advantage during peak traffic that would incentivize transit usage. A dedicated transit lane through snowbird could be treated as an HOV and also opened to carpools of 4 or more for the Olympics was around 2 billion and saves much of the broader populace and economy. To spend that amount of money to benefit a small subset of the population and the ski areas/related businesses doesn't seem prudent. The problem in LCC is peak day/hour travel and safety of the road. It's not adding more skiers to this equation. Congestion based pricing (toll triggering transponders) could be a good option as could incentives that aim to make more use of the existing unused capacity (empty seats) that go up and down the canyon. At a minimum, resort parking should fill with carpools at the nearest side of the lot and cars with empty seats parking at the rear. Causal carpool strategies, including apps, should be explored (consider the power of an alternative, tech-enabled model and the impact that similar approaches have made for Uber/Lyft style ridesharing). Data and analytics should be employed to inform drivers on expected travel and delay times, especially for peak up and downhill traffic and parking availability. Consider the relative costs of a LCC train compared to the costs of a large park and ride area such as the gravel pit to the north of Big Cottonwood canyon. Is there really a demand for skiers to ski on both the Park City and Cottonwood canyons in the same day? If yes, let's explore the demand by offering or piloting over the snow surface shuttles between the areas. Is this really a big deal? Resident and tourist skiers alike want half day tickets at reasonable prices and good food offerings at ski resorts. Let's tackle these perceived needs first before we invest billions in trains and tunnels.	Salt Lake City	05/01/2015
	There is no reason to deface The Cottonwood canyons with a light rail or anything else. "Take nothing but photographs. Leave nothing but footprints." We already can't achieve that so lets try and do our best	Salt Lake City	05/01/2015
	There needs to be a guarantee no more homes/land will be developed in the cottonwood canyons. Nothing more than is already developed.	Salt Lake City	04/30/2015
	There needs to be no further development to connect the Canyons/Park City Mountain Resort ski areas or the Deer Valley/Solitude ski area. No development or opening of roads or trails should be built across land where it does not exist today. No public lands should become private.	Salt Lake City	05/01/2015
	There should be as little expansion of resorts and structures as possible. There should be no more ski lifts. Back country skiing is becoming very popular as is cross country and snow shoeing. Summer use is huge and campgrounds are full. Bikes are also more popular. Skiing is not the only asset or use. We don't need an amusement park or a connection to Park City. There is no way you can ski all the resorts in one day anyway.	Salt Lake city	04/30/2015
	These scenarios do seem like they would lessen traffic and parking. It also is nice to hear that the One Wasatch proposal does not align with all the needs of the Mountain Accord. However, just like my comments above, I want to make sure that dispersed use is just as easy and that the great climbing areas are preserved. I don't want transpiration to only align with the resorts. I'm too poor to go to resorts, and I certainly don't want to start paying a fee to go climb everyday.	Salt Lake City	03/12/2015
	This blueprint seems to be self serving to the tourist industry. Locals, like my self, would rather preserve the quality of our watershed and access to the mountain environments than to make them better suited for tourists to enjoy.	salt lake city	04/05/2015
	This figure is unclear. What does the light yellow color represent?	Salt Lake City	02/04/2015
	This is a "gift" to the Alta Ski Lifts who would be receiving valuable developable acreage, for non developable acreage. It is not a fair exchange and doesn't necessarily benefit the Town of Alta, which is not coincidentally the Alta Ski Lift Company.	Salt Lake City	05/01/2015
	This is a good step, but more emphasis needs to be placed on protecting undeveloped land. I know the FCOZ imposes very strict regulations in the canyons and all of this should apply to ski resort development as well.	Salt Lake City	03/05/2015
	This is no accord at all. The proposed developments would spell the death of backcountry skiing in the Wasatch and would usher in a new era of big-money development and environmental degradation. The current transportation system in the Cottonwood Canyons limits traffic to the resorts - a desirable outcome so as to limit the human impact on the environment and to ensure the canyons are not transformed into a theme-park-style zoo of people and commercial interests. As a long-time backcountry skier and hiker in the Wasatch, I'm saddened and worried about these plans, and I hope the interests of a few wealthy developers will not be able to squander taxpayer dollars on their profit-driven projects.	Salt Lake City	02/28/2015
	This land swap idea looks good on paper, but it's not clear to me how this is advantageous to the canyon. Why is one area better than another. Are these private areas at any real risk of being further developed and made into a scar any bigger than a train would be?	Salt Lake City	04/29/2015
	This makes the rich more wealthy, while those in Utah are stuck footing the bill.	SALT LAKE CITY	02/05/2015
	This portion is actually quite constructive. But Grizzly Gulch needs to be protected from development also.	Salt Lake City	04/28/2015
	This proposal is manageable if wilderness is expanded on the SL Co drainages. Retain Guardsmans as snowmo friendly + all Summit Co drainages currently open.	SALT LAKE CITY	02/15/2015
	This scenario is a sellout of precious, limited mountain terrain under the guise of preservation. Developers will grow fat and rich while wildlife and outdoor experience disappear into the nether reaches. Shameless.	salt lake city	04/30/2015
	This seems like a good trade - more land is preserved for public access than is given to private business (ski areas).	Salt Lake City	04/27/2015
	This will increase profits to the few. I don't approve of this.	Salt Lake City	05/02/2015
	To me the deal breakers in the Cottonwood Canyons scenario are failure to definitively include Grizzly Gulch as protected and preserved for public benefit, and the expansion of Solitude into the bottom of Silver Fork Canyon. Grizzly Gulch serves as safe access to the Silver Fork and the Twin Lakes areas. Another advantage is that it is a good place to tour early season due to its high elevation and consistent snowfall. The topography of the terrain benefits not just backcountry skiers, but also allows access for those with snow shoes and cross country skis. Every other part of the "headwaters of the canyons" is currently occupied by ski lifts, to me it is essential that Grizzly Gulch be protected. Without Grizzly being preserved I don't see how a backcountry skier could access the Twin Lakes Pass or eastern half of Silver Fork terrain if Alta is running lifts up there. I personally believe Alta has aggregated holdings in Grizzly Gulch not because the skiing is great (it's primarily a southern aspect), but as a bargaining chip they can cynically deploy to leverage the USFS to allow them to swap for land where they can undertake real estate development due to the fact they don't own the existing lodging. I can't understand the purpose of the proposed ski area expansion in Silver Fork Canyon. This area is at risk from substantial avalanches descending from the Meadows and Flannigan's. This seems like the first step in allowing Solitude to put lifts up the Meadows, or into the East Bowl and Flannigan's areas which is world class backcountry terrain. I am also concerned about the land swap for Solitude near the BCC road. I have no problem with land being used in support of public transportation options. However Solitude built their village on their old upper parking lot, I would not want the land swap to take place so Solitude can expand its parking area for passenger cars. They made their decision to build on their parking and have reaped the benefits of the village - they should be made to live with their decision.	Salt Lake City	05/01/2015
	too vague what does it mean to preserve lands for public benefit? wilderness? bicycles? motorcycles and ATVs? helicopter and snowcat skiing? maximum extraction of mineral resources?	Salt Lake City	03/16/2015
	Train is horrible idea. Make a toll road and maybe people won't drive up by themselves.	Salt Lake City	05/01/2015
	Tunnel construction and roadway development will have a huge negative impact on any wilderness preservation/experience.	Salt Lake City	02/06/2015
	Tunnel construction will reduce wilderness area in the Wasatch. Construction of a light rail that extends up the canyons but does not connect would better fit the goals of Mountain Accord.	Salt Lake City	02/06/2015
	Ultimately it comes down to how ones preferred use of these resources sustain forward into the future. The development model is based on development, so it's difficult to take seriously any commitment by resorts to stop growing their boundaries, if they are allowed just a little bit more. While I'd like to see more land preserved and more restrictions on resort growth and development, I'm guessing the current proposal is as good as its going to get. I really don't think there is a solution that will please everyone. I believe that ultimately the choice is between commerce for the present vs. future survival (e.g. safe, abundant water supply, healthy forests and air quality). At some point personal recreation and economic growth both go out the window. Fortunately, choosing a wilderness based path squares with future health and security aims.	Salt Lake City	02/05/2015
	Using pristine water sources for snowmaking is a waste. We need this water for our survival in the West. This is NOT optional. More transit stops would require more water and more potential for our water sources to become polluted or wasted due to carelessness.	Salt Lake City	04/30/2015
	UT	Salt Lake City	02/05/2015
	Very bold transportation goals and ideas. Costs seem out of reach to me. Trail connections between canyons, to link the canyons should also be shown. Many avid through hikers could be interested in the Wasatch with better trail connections from Logan to Mant. Alta's interest in a commercial core does not seem to be recognized.	Salt Lake City	03/31/2015
	Water quality and watershed preservation should be the primary goal.	Salt Lake City	03/05/2015
	We have roads to the Cottonwoods. What on earth makes you think this proposal would ease traffic congestion??? It won't!	Salt Lake City	03/25/2015
	We must keep vehicular emissions under control in our sensitive canyon areas to ensure the health of our delicate wildlife and their environments	Salt Lake City	02/05/2015
	We need to limit the impact of people. If it is difficult to get in it will limit itself.	Salt Lake City	04/30/2015
	We need to prioritize the scenic vistas in Big and Little Cottonwood Canyons. Specifically, we need to protect the views from development that would grossly impact people's experience. What's going to stop Snowbird from building a roller coaster across the highway? If the ski areas are allowed to expand, how is the watershed going to be protected in those areas?	Salt Lake City	02/25/2015
	We'll see how the water thing goes... I'd certainly say that using more water for snow-making would not be a priority for me!	Salt Lake City	04/13/2015
	What are you thinking?	Salt Lake City	04/30/2015

	<p>When the Mountain Accord process was initially proposed I was enthusiastic and optimistic. I fell in love with the Cottonwood Canyons in the early eighties and the affair remains strong. Yet over the last three decades I have seen the impact of a dramatic increase in users despite the efforts of the Forest Service, Town of Alta, Friends of Alta and many other last to mitigate said impact. Clearly something needs to be done. My comments address the following: Overview - the unique nature of the three primary core Wasatch areas of Park City, Big Cottonwood Canyon, Little Cottonwood Canyon, Transportation in the Canyons, Transfer of Private Lands to Public Entities, Transfer of Public Lands to Private Entities, Water Issues, Cost, Overview - The three main areas (PC, BCC, LCC) of the core Wasatch each have unique characteristics that offer both locals and visitors distinct and special experiences. We are not Europe nor should we try to be. We are Utah; let's celebrate and preserve the special characteristics of each of the three areas. The mountain accord as proposed would destroy the individual character of each of the three areas; the combination of ready access via rail line and increased developable space in the base areas would create a much more homogenous experience across the zones. Additionally it appears to me that what began as a transportation plan has been hijacked by development interests as a real estate development plan. I am in favor of a sensible transportation plan. I am opposed to a plan that opens the door for significant additional development in the Cottonwood Canyons and has the additional unfortunate consequence of diluting the unique experience offered by each zone. Transportation in the Canyon - A rail interconnect is a bad idea. As described above it will result in a much more homogenous experience across the three areas. It also would take a long time to come to fruition and would be extremely expensive. Fortunately there are better solutions. Note again that a rail interconnect is extremely expensive. The cost is measured in billions of dollars and it will likely take decades to plan, approve and build. The problem exists now and needs to be resolved. Adding a dedicated bus lane in LCC would cost millions not billions and could be completed in years, not decades. (Note: A billion is one thousand times greater than a million. This dramatically lower price tag should appeal to our congressional delegation that claims to be fiscally conservative). Transfer of Private Lands to Public Entities - The idea of preserving lands from future development is appealing. It would be a relief to be assured that the Grizzly Gulch Area and the Emma through Flagstaff Ridge in LCC would be safe from development pressures in perpetuity. Unfortunately transferring private lands to public entities would not create this assurance. Large parts of the existing ski terrain in the Cottonwood Canyons is on permitted public land. The political pressure to develop these areas would not cease as a result of the mountain accord and future Utah congressional delegations will likely find themselves pressured by the existing resorts and other developers to open up these public lands to additional development. The only way to assure these lands remain safe from development pressures is to have title in the properties pass to a not for profit entity like the Utah Land Trust. Otherwise the transfer will be a development delaying tactic and nothing more. Transfer of Public Lands to Private Entities - Alta has retained its unique character over the past several decades through the dedicated efforts of the Alta town office, Friends of Alta, and the broad community of people who have come to love Alta for its relatively wild and undeveloped nature. Yet much is changing. We have seen Vail resorts take control of the Canyons ski area and take ownership of Park City Ski Area. We have seen Deer Valley acquire Solitude. Vail, along with other ski area operators, has figured out the formula to dramatically enhance shareholder returns by creating comprehensive base areas with a full range of services including lodging, dining, shopping and entertainment. The land swap as envisioned which would pass title of much of the land in the Alta base area to the Alta Ski Lift company would be an economic bonanza for the shareholders of the Alta Ski Lift company. It would also make the Alta lift company far more valuable to an acquirer like Vail Resorts who need developable land in the base area to build it out according to their model. This would come at the expense of the broad public who owns the area, through governmental entities, right now. I have no idea what the Alta Ski Lift company plans to do and count many of the individuals managing the resort as friends. However I do not think it is appropriate to provide an economic bonanza to a private entity at taxpayers expense. Additionally such a transfer would allow development space at the Alta base for development and acceleration of the homogenization of the three core Wasatch areas which I oppose. Water Issues - I am not sure what the political process was that resulted in</p>	Salt Lake City	03/07/2015
	While I love trains and tunnels in urban areas, I oppose trains and tunnels as part of this scenario. I prefer a mix of B, C, and D alternatives, with preference for BRT with termination at the top of the canyons.	Salt Lake City	04/15/2015
	While I support base area concessions to the resorts in return for added protections to other lands north of Little Cottonwood Canyon Road, I do not support expanded ski area boundaries. I do not support Snowbird's proposed land exchange with USFS that would convert public land into private land. I do not support Snowbird's planned expansion into Utah County and I do not support public lands in American Fork Canyon being exchanged for additional protections around Flagstaff, Superior, etc. I do not support resort expansion by Solitude or Brighton either.	Salt Lake City	05/01/2015
	While traffic up canyon is and can be a nightmare on good snow days, the infrastructure would be severely underutilized during summer months. adding up to 108 units (given the current cost of units in LCC) would be a detriment to the overall experience of recreation users in LCC.	Salt Lake City	03/02/2015
	Why should we have to make concessions to ski resorts in order to protect public lands from the grasp. When is it enough for them. The ski industry is witnessing slowing growth and many (locals) are being priced out. As conditions get drier, the ski areas will witness shorter seasons and fewer ski days making growth of their facilities an economic failure for them and an environmental sacrifice for the citizens of Utah. The BLM should not make any concessions of public lands to developers. Specifically, a permanent rail system would give the canyons a mechanized, amusement park feeling.	Salt Lake City	04/27/2015
	Why wait to fix the problem of cars in the canyon? There should be no cars and we should not have to wait and pay through the nose for the most extreme solution. What's wrong with immediately employing a "bus-only" system? Electric or natural gas buses are <\$500k a pop and they could be heard in a year. Routes that start at nodes throughout the valley, such as the University of Utah, the CBD or other high population centers could save on personal auto use (pollution...) A transit hub at the base of the canyons is expensive (\$30-\$50 million) and creates a traffic nightmare.	Salt Lake City	05/02/2015
	Your map and legend, again, are confusing. The "private lands to be considered to become public" are awfully small. Does this mean that they go into the SLC Watershed Parcel category? Or does this mean they go into the USFS Ownership category? It is unclear. "Allowing" these lands to become under public ownership and protection, what does that mean? The only "metric" in the Environment section of the blueprint is the claim that the Mountain Accord will "more than double the amount of federal land with elevated protection." What is elevated protection? Wilderness? That has to be congressionally established, correct? Is that guaranteed to happen? How can you guarantee that? The ski resorts, UTA, and developers get everything they want, with no legislative delay. The environment is left with lands that are "considered" to be protected, so a consideration based on the partnership of those who generally oppose the environment? These people are really going to partner to get these lands at wilderness status? That is a very insignificant promise, especially because of the number of times they have rescinded their partnership in the past. That is not a compromise for the environment. That is a loss. We don't need additional water for snow-making, we need additional understanding of global warming. We can't make/keep the snow because it is too hot. Ski resorts should not be expanded while they are becoming irrelevant. We live in a desert. Certainly we can come up with better uses of our water than actually spraying it out into space. The public lands to become private portion of the map is completely unexplained by the Cottonwood Canyons Scenario. Who do they go to? Private land for conservation? Or private land owned by ski resorts?	Salt Lake City	02/24/2015
	Backcountry skiers are against it, environmentalists are against it and anyone who loves our canyons is against it. We are the public and we are against it.	Salt Lake City	05/01/2015
	See my above comment.	Salt Lake City	05/01/2015
	The land swap proposals look to go a long way towards protecting upper LCC from ski area expansion with one major exception. Grizzly Gulch seems to be hidden under the table. There is no definitive plan for Grizzly. This is a valuable backcountry area despite its history of mechanized use and mining. If Alta is permitted to put a chair lift in Grizzly, the entirety of upper LCC would become side country terrain. The amount of true backcountry terrain continues to become more and more crowded. Removing LCC would compound the crowding and decrease the recreation user experience in the best case and lead to increased avalanche fatalities in the worst case. I strongly support the proposed land swaps that would protect Superior to Flagstaff, however, I also feel strongly that protection of Grizzly needs to be included in the Accord.	Salt Lake City	02/15/2015
	Turning certain areas right next to the resorts into more resort riding is just not a good idea. People already have enough terrain to ride and a lot of this terrain is already easy access from a resort. I just don't think it would be right to do something like this to our backcountry when we can't reverse what is done.	Salt Lake City	02/04/2015
	The Cottonwoods Canyons Scenario should permanently prohibit expansion of ski areas, since there areas are large enough already. Having skied at the areas between five to ten times a year for over a decade, observations indicate that the areas are rarely crowded. Furthermore, statistics show that skier days are declining at ski resorts. Therefore, there is no need for more land to be used by ski areas. Development of any sort on the north side of Little Cottonwood Canyon should be banned permanently.	Salt Lake City (East Millcreek Township)	05/01/2015
	More details need to be provided - but Preservation of the entire Ridgeline from Stairs Gulch up to Wolverine Ridge - including Grizzly Gulch - to prevent any further ski lift building or off road vehicle travel and development is absolutely necessary to protect and preserve that ridgeline and all the back county access to non-motorized travel and should be instituted immediately. That should only be one of many ridgelines and canyons and valleys that need the same protected area designation. Some further ski lift building could be allowed in places adjacent and adjoining current ski lift boundaries could a good idea to provide more ski access - but only to abutting areas of the already existing Ski Resorts and their boundaries for operation on Forest Service and State Land.	Salt Lake City (native)	05/02/2015
	I don't think this helps the public interest as it just encourages more development which in turn puts more demand on the already limited natural resource of water.	Salt Lake City / Alta	03/12/2015
	I ski over 50 times a year up Little Cottonwood with a few more up Big Cottonwood. I enjoy both canyons in the winter. I live in the Avenues area of Salt Lake City. I usually drive alone. If I knew I would not have more than 15 - 20 minutes everyday, 8 am to 5 pm I would get out of my car and get on the bus to ride the last six miles to Alta or Snow. If UTA were to do this along with building a probable needed a probationary parking garage many solitary drivers would ride the bus as well. Dedicated buses and parking garages would be the least damaging solution and would preserve the Wasatch from Disneylandizing. I can not imagine the travesty and irreparable harm light rail, tunnels, trams and gondolas will do to the Wasatch experience to those who love these mountains so very, very much for what they offer. Bus transportation has got worse and worse over the last 25 years. UTA states ridership decreases have decreased the service. Decreased service has decrease interest in service.	Salt Lake City use mostly Little Cottonwood Canyon	05/01/2015
	With the exception of the proposed Snowbird expansion into Mary Ellen Gulch/AF canyon (this area is empty... except for noise pollution, please don't eat another ridgeline with a ski lift), this looks like an exception compromise, it seems to hold potential private land use valleys and off of ridge lines.	Salt Lake City, 84105	02/12/2015
	The land agreement for slight ski area expansion for considerable public land increase is reasonable.	Salt Lake City, Emigration Canyon	02/09/2015
	I am very pleased to see the ski areas on board with this project. Through the debate over the Ski-Link proposal, it became very clear to me that linking ski areas with aerial lifts would use public lands to serve a very limited number of private individual, and wouldn't actually be practical for transportation. This proposal fits with Ski UTAH's "Ski City, USA" marketing campaign where you can stay downtown and go to any of the central wasatch resorts.	Salt Lake City, UT	02/23/2015
	I answered "Undecided/I don't know" because I feel that the "Cottonwood Canyons Scenario" document does not explain much about the proposed changes in Big Little Cottonwood Canyons. Public interests do include resort users, but it also includes backcountry users, and all of those who depend on the watershed in those two Canyons. I feel that the proposal gives much to the resorts, while potentially disrupting valuable watershed and decreasing the wilderness feel and backcountry availability to other users.	Salt Lake City, UT	03/17/2015
	I generally support the proposed development swaps which would allow ski areas to expand near their bases while preserving and protecting Superior, Emma ridge, Flagstaff, and White Pine. It is essential that Grizzly Gulch also be preserved and protected. It's important to recognize that the status quo already advantages the ski resorts with much of the high elevation, north facing terrain that provides the best skiing. In a year like this, when snow below 8,000 feet is sparse, I've become frustratingly aware that most of the prime terrain is already occupied by ski resorts, forcing backcountry users to crowd into a few small areas. I have no issue with ski areas developing their bases, within reason, provided appropriate environmental considerations are taken, and protecting additional land for backcountry ski terrain is important to preserve the recreational value of the Wasatch. I say Grizzly Gulch must be included because this trailhead is an important access point by which backcountry skiers can safely access much of the rest of the terrain in upper Little Cottonwood. Grizzly also offers access to the most diverse terrain of any backcountry area in the Wasatch, from steep chutes in Wolverine bowl to mellow slopes perfect for beginner backcountry skiers to a safe summer road that is often used by snowshoers. Every time I went to Grizzly Gulch this winter I noticed that it was crowded with backcountry skiers, cross country skiers, kids, families, snowshoers, etc. I think the unique nature of the terrain here (safe, approachable, beautiful, fun) is why it would be such a loss to the recreation community were it to be developed.	Salt Lake City, UT	04/26/2015
	Rail transportation is a mistake in my opinion. I also very much doubt that private property owners (e.g., along Guardsman) are going to be willing to make swaps. My business owns property in the area, and while not a private land under consideration to become public, I can say with absolute confidence that my partners would not be amenable to such. While I understand that this presents an ideal plan according to some, the practical realities may dictate otherwise.	Salt Lake City, UT	02/24/2015
	Would this proposal exclude the possibility of the proposed Grizzly Gulch ski lift and thus ONEWasatch? It is not clear..... I think the land swap is a good idea to trade for transit stops and possible, centralized development as necessary.	Salt Lake City, UT	02/04/2015
	Yes, the land swap is needed, but may be unnecessary if there is no snow to ski on, or if it's not cold enough to use that extra water to make snow. This alternative ignores the elephant in the room of climate change. Also, with an increasing population along the Wasatch front/back, less and less of whom engage in snow sports (or will be able to in the future), the ski area permit boundaries expansions are not warranted-- it is taking publicly owned assets that will be needed by future generations and giving them to private entities for a use that will not be viable in the future (unless we take real steps to dramatically-- DRAMATICALLY-- reduce CO2 emissions). This is a give-away, plain and simple. And as I've mentioned before, a mountain rail system is OK, but it is not the first priority. A Valley rail system is.	Salt Lake City, UT	04/24/2015
	Do not expand the ski areas.	Salt Lake City, UT 84121	04/30/2015
	I'm slightly concerned about the ski area expansions. The backcountry is heavily used already. I like the creation of additional public lands. Overall it seems to be a good trade off.	Salt Lake City, UT 84109	04/03/2015

	Please, no more development into Silver Fork Canyon. I have been hiking this beautiful area for 65 years and I would like to see it left alone. Solitude ski resort already has taken the terrain in Honey Comb Canyon, which is a side canyon off of Silver Fork. They have a lift on the west facing slope of lower Silver Fork Canyon to bring skiers back to the main resort after skiing Honey Comb. Solitudes new plans for expansion in no way, shape, or form sound like a concession but more like a land grab. Please spare Silver Fork Canyon from yet another round of development. Enough please!	Salt Lake City, Utah	02/25/2015
	There should be no exchange of Federal lands to become private property. Who needs private lands in the canyons. It's disgusting enough as it is. For example, the street signs that have become a part of Big Cottonwood Canyon. It's a process of slowly, creeping development. For what? It seems to be just for the sake of development. The European looking ski area of Solitude is an eyesore for the canyon. What is the reason behind that? This is the Western United States, not some fairy tale fantasy come true of recreating European looking structure. These canyons do not need any more excessive ideas, but then again, this is the U.S., land of excessiveness - for it's own sake.	Salt Lake City, Utah	05/01/2015
	I like the idea of a public-private partnership that would preserve this beautiful area for us now and for future generations. Keeping development confined to the base of the resorts makes sense and allows improvements to make these ski areas more competitive and attractive to tourists and locals alike. It seems that the first benefit listed - "Station stops on a mountain-rail system which would provide reliable, fast, unique, and marketable transit to the resorts and to major dispersed recreation access points", would be a real draw for these areas and I believe would only make our already great reputation as a world class ski destination even more pronounced. Not only that, but the other season activities that these canyons offer would also benefit.	Salt Lake County (Canyon Rim Area)	04/28/2015
	How many people can fit in upper LC, BC before quality of experience is affected? I live in salt lake county. I don't ski in summit county. Why should summit county have direct tunnel access to LC especially. BC only may be a place to start. I like public ownership of grizzly gulch to keep back country access. It is also a popular summer destination.	Salt Lake city/Taylorville	05/01/2015
	It would be a travesty to put a train up Little Cottonwood Canyon. Building a train would do irreparable damage to the environment and beauty of the canyon. The canyon does not belong to the ski resorts, the ski tourists or the local skiers. It belongs to the everyday Utahn. If something must be done to upgrade the ski experience and deal with existing issues, a gondola system connecting the resorts should be carefully studied as a preferable alternative. It would do far less damage to the environment and not block access to Little Cottonwood or other canyons for any Utahn. As a state, we simply cannot afford to spend billions to build a train up the canyon. Some people say that this money will come from the federal government. If the federal government gives money for this project, they will consider that their obligation to help Utah is met. If we can get billions, that money should be used to upgrade, repair or expand the transportation and road system throughout the Salt Lake valley, particularly on the west side. If we had any "extra" money, it should certainly go towards education or other top priorities that would benefit many more of our citizens. Putting a train up Little Cottonwood Canyon is a terrible idea, designed to benefit just a few of the wealthiest among us at the expense of other pressing needs. Ravaging this spectacular canyon to benefit this small segment of our population is not only indefensible but inexcusable.	Sandy	05/01/2015
	No extra lanes or trains up Little Cottonwood Canyon. Only more busses, and a more flexible bus schedule, like Zion's.	Sandy	05/01/2015
	The Cottonwood Canyons are a sensitive area. Coming up with a maximum sustainable capacity for these 2 canyons seems like an idea whose time has come. How many people can these canyons absorb and still remain healthy? Get a number that all parties can agree on and work from that. A rail system up the Cottonwood Canyons and connecting the Cottonwoods to Park City is not an environmentally sound idea. Connecting the 2 Cottonwoods via tunnels to improve recreational access is fine. A land swap with the ski resorts that results in better land protection and fewer law suits makes a lot of sense. I also think it is fine to develop the town of Alta and allow more water for snow-making, as long as the residents have significant input in those decisions. Better bus systems, yearly use passes and disincentives to drive (like parking fees) are all good ideas and much cheaper and more environmentally friendly than a train.	Sandy	03/10/2015
	Plans to increase the numbers of out of State tourists in the big and little cottonwood canyons is a mistake. Objective should be preserve the fragile economic system for long term use by current and future Utah residents. Mountain Accord is acting like these canyons are Disneyland. And the organization refuses to listen to citizens input.	sandy	02/28/2015
	"Preserve" the mountains! Give me a break! They want to develop them for their own benefit.	Sandy	02/20/2015
	1) Grizzly Gulch needs mandatory protection! This is a deal breaker! Consideration must be made to the access Grizzly provides to Wolverine Cirque and the same Emma ridge line that is to be protected. NO new chairlift up Tuscaraora or Grizzly! One can envision Alta gaining access and under the guise of commuter station expansion creating a lift link to Solitude or Brighton. Every time an expansion proposal is shunned they have a new fillipine proposal. ENOUGH!!! NOOO to Snowbird - why is the resort, the private business for profit always the taker. Why when protection comes up they finagle to grab another acre - why are they to say "well were willing to cede some acres for all of the rest - they've got what they've got - we are willing to help via approving RESORT FUNDED solutions to abate some of the transportation mess they've created but no more expansion. NONE!!!!!! 2) Absolute crystal clear designation of the proposed ski resort expansion for said commuter stations. This must be absolutely clear with penalty for violation. 3) NO more water for snow making. This should be clear from water protection studies. The resultant summer season depletion of water from secondary creeks to major canyon creeks from snow making endeavors threaten not only volume of water but living species within the water ecosystem. 4) for community pride - well we'll be darn proud to show the outside visitor these land grabbin money grubbin environment killers did not take these public lands-- howse about showing that off?	Sandy	05/02/2015
	A rail system will trash the canyons. Use a shuttle bus system during the busiest times of the year. Lots of stops, no private vehicles unless you have a permit (own property, etc.) like in Zion NP or in Aspen, etc. Rail is overkill for this pristine, fragile, smallish area.	Sandy	05/01/2015
	Again - we can drive our cars, ride our motorcycles, pedal our bikes, run with our legs, and ride the Park n Ride up Little and Big Cottonwood Canyons. And, you want to add a TRAIN, too? Are you serious?	Sandy	04/14/2015
	Again your plan is all dependent on a train system for transportation. This is wrong, obscenely expensive and completely naive in regards to how significant this will damage the entire lower canyon.	Sandy	03/13/2015
	Again, there is no mention of separated bike paths in the canyons. We absolutely need this, for the reasons I detailed above. Emigration Canyon is another good example. The bike path could double as a cross-country skiing and "fatbike" trail in the winter, and provide a means for skiers to enjoy "one more big run" down to the bottom of the canyon, easing congestion as the ski resorts evacuate in the evening.	Sandy	05/01/2015
	Again, vague, cycling not addressed at all! Cycling needs to be addressed	Sandy	04/30/2015
	Again, with the proposed land swap in Grizzly Gulch, the Cottonwood Canyons Scenario is admirable, without this land swap, it falls far short of protecting dispersed recreation and the environment.	Sandy	02/26/2015
	Alta expansion should not happen.	Sandy	04/30/2015
	Alta should not give up Grizzly gulch until an alternate form of transportation to BCC is agreed upon.	Sandy	05/01/2015
	Any rail system or Bus Rapid Transit system would destroy the beauty and serenity of Little Cottonwood Canyon. Big Cottonwood Canyon is an erosion canyon and follows the many curves of an ancient river bed whereas Little Cottonwood Canyon was caused by a glacier and as such is wide open and straight. In addition, I cannot conceive of anyway the 1.4 billion dollars for needed for such a system could possibly be justified, nor can I believe your proposed destruction of Little Cottonwood Canyon could survive the general public's awareness of your proposals. Don Halverson	Sandy	02/24/2015
	As stated above, the Cottonwood Canyons Scenario does not serve the public interest other than to reduce the amount of taxes paid by citizens. The Cottonwood Canyon Scenario largely benefits the resorts and development companies that would gain from having an increased flow of traffic into the Wasatch Mountains. The Scenario that would best serve the public interest would be to preserve the wilderness of the Wasatch Mountains.	Sandy	05/02/2015
	At this point it is hard to say how well the Canyons will be preserved because there is a lack of detail in the scenario. As a resort and backcountry skier for 45 years, I moved to Utah to be near Little Cottonwood Canyon. In my opinion, there is no need for ski area expansion in the Cottonwoods, and no justification for linkages between the canyons and the Wasatch back. There may be some marketing benefit, but the time it would take to go from one place to another will mean there will be little traffic...you could literally spend half or more of your day traversing from one resort to another and back again without any real benefit. As backcountry skiing becomes more and more popular, it would be a grave mistake to allow the resorts to grow into the limited backcountry terrain which is available. You could kill the next golden goose and once it's dead it can't be gotten back. I strongly urge you to leave the canyons as they are now.	Sandy	04/29/2015
	Best solution ios to stop trying to attract tourist. Next best is the tunnel from Brighton to Alta with Little Cotton Wood canyon closed in the winter. Worst solutions are the increased TRAFFIC, TRAIN AND WIDENING ROAD up Little Cottonwood Canyon	Sandy	04/13/2015
	blueprint to general	Sandy	02/04/2015
	Bringing more visitors into the canyons is not going to provide a better or even maintain the quality of the recreational experience. LCC is already being choked to death at the expense of Snowbird's profit. A train or additional bus lanes through out the canyon would completely change the character of the canyon from a beautiful pristine environment to a commercial center. Is this being done so Snowbird can add the additional 2000 units that the County already approved?	Sandy	04/20/2015
	Buses would be more flexible, cheaper and less environmentally damaging. Putting up a train line with the sideline footprint will have a tremendously damage environmental impact.	Sandy	02/23/2015
	Grizzly Gulch should be expressly excluded from any further development by Alta Ski area or any other resorts. For public land preservation, watershed concerns, visual pollution, and preservation of a uniquely accessible wild area, Grizzly Gulch should be protected and preserved. Grizzly Gulch is one of the most accessible wild areas left at the top of Little Cottonwood Canyon. A short hike, ski or snowshoe take one away from the sight of ski resorts and into a forested haven. It is a place many of us had our first backcountry ski tours or snowshoeing adventures. Ski lift expansion in Grizzly Gulch would be a tragedy for not only that area but also for the area near Twin Lakes, Lake Catherine, Silver Fork, Days Fork, Cardiff Fork and other adjacent areas.	Sandy	03/11/2015
	Having a tax line run up Little Cottonwood canyon is the worst idea. In no way will this solve the problems with traffic in Little Cottonwood Canyon. It will destroy what makes the canyon beautiful and there is no room for a road and a tax line. I feel like the decision to develop Little Cottonwood Canyon is 100% economical. No one will ride Trax. The bad traffic days will not go away because they are caused by canyon closures and avalanches. Do not destroy what makes Utah great our natural resources because of the idea of adding revenue to the State.	Sandy	02/26/2015
	Here is what I like: 1. Private for public land swaps - I especially like putting these privately owned areas into public lands: Mt. Superior, Flagstaff, Emma Ridge, White Pine, Guardsman Pass, Cardiff/Days Fork, and Hidden Canyon areas. Even though the total average of private land proposed to become public is much greater than the public land that the ski areas could receive as privately owned, I think that is a very fair swap given the greater value to the ski resorts of the base land areas they would receive. I am an avid and frequent back-country skier and hiker, especially in upper Little Cottonwood Canyon including White Pine. So, I am happy to see the land in those areas preserved and removed from ski area development. Here is what I do not like: 1. The fact that Grizzly Gulch is "under consideration". I think it is one of the heaviest use areas of LCC, and I think it should definitely be preserved. Also, compared to all the areas listed above, Grizzly Gulch is the area that is most accessible to beginner and intermediate skiers, boarders, and snowshoers including children. Most of the other areas are primarily for expert or advanced users (both in skill as well as physical strength and stamina). Grizzly Gulch and its adjacent areas can also be enjoyed in a much shorter outing than the above areas. It permits visits as short as 2-3 hour whereas the others mostly require a one half to full day commitment. If all the areas above ARE preserved but Grizzly Gulch is NOT preserved, then I would oppose the entire Cottonwood Canyons Scenario. 2. Station stops on a mountain-rail system Here is what I am neutral about: 1. Additional water for snowmaking.	Sandy	05/02/2015
	Horrible solutions have been suggested. Great damage will be done to the canyons to accomplish what MA has in mind. Try some small steps before spending so much money on a bondodoodle.	Sandy	02/25/2015
	How did a rail line proposal for the canyons become the Blueprint choice? It was not the recommended choice of the citizen Transportation Systems group. Such a massive infrastructure would disturb the canyon. The 2002 Olympics stated that the Canyons were too sensitive to be able to sustain structures and the influx of visitors. So what has changed?	sandy	05/01/2015
	How is building a multi-billion dollar train that blazes up the canyon saving environment, recreation or water resources? It's not...it's making transportation dept. money. Be honest.	sandy	03/03/2015
	I am in favor of a light rail or dedicated bus transit system up Little Cottonwood Canyon. I ride the bus as often as I can but I do not like to be crowded in with standing room only and will opt to drive my car when faced with this situation day after day. (I work and ski at Alta and have gone up the canyon more than 80 times so far this season). The current bus schedule is far from adequate. Four buses will pick up at the bottom of LCC within five minutes of each other then there are big gaps but quite often it is standing room only.	Sandy	03/05/2015
	I am very much in favor of the expanded trail system described in the Proposal. However, there is not enough information to know if it meets our needs. It is essential given the popularity and growth of mountain biking, that mountain bikes be allowed on the new trail system. Mountain bikes do not degrade a properly designed trail tread any more than hiking traffic, both far less than equestrian traffic. In fact, the rolling action of mountain bike tires consolidates the trail tread which make it less susceptible to erosion. The Proposal does not clarify mountain bike use.	Sandy	05/01/2015
	I believe having a blueprint for future development is extremely important and proposed land swaps make sense. It will preserve sections that are currently hodge podge and provide recreation areas some room to expand near their already existing land areas.	Sandy	05/01/2015
	I oppose ski area expansion, so I am positive about creating lasting limits on expansion, not thrilled on the concessions. I think boundaries in all counties should be drawn including snowbird expansion to the south.	Sandy	04/20/2015
	I ski each of the areas looking to be protected, however if swapping means boring mountain tunnels for rail systems, I am concerned about this. My opinion, the resorts already have what they need and they shouldn't be permitted to expand. The iconic locations are super vital to back country users and should remain protected.	Sandy	05/01/2015

I support Mt. Accord's blueprint proposal for increased environmental protection of Wasatch lands and enhanced recreation trail networks. However, I am opposed to the following elements of the transportation blueprint: a) proposed resort expansion into current prime back-country ski areas, b) the proposal for a train or rapid transit bus lane in Little Cottonwood Canyon (LCC), and c) the proposed connection of the LCC, Big Cottonwood Canyon (BCC) and Park City. --a--Alta's proposal to expand into Grizzly Gulch with a new chair lift and Solitude's proposal to expand into Silver Fork with a chair lift re-alignment would be a great loss to the backcountry ski community! Grizzly Gulch in particular is my main back-country terrain that I ski 2-3 times a month for most of the winter. Based on my experience, it seems like the majority of back-country skiers are Utahans, while the majority of resort skiers are out-of-staters. By giving up more back-country terrain to the ski resorts we are catering to out-of-staters and at the same time restricting our own ability to enjoy the Wasatch wilderness. I am proud to support Wasatch Backcountry Alliance, and I hope they will succeed at opposing these proposals. --b0--I am opposed to the train or bus rapid transit BRT lane proposal "proposed transportation plan" (PTP) in LCC for the following 9 reasons: b1) the urbanization feel that it would bring to the canyon, b2) the potential loss of bouldering and other rock-climbing opportunities, b3) the increased risk they would add to driving the canyon, b4) the impact on the environment, b5) the potential lack of utility for dispersed users at late hours, b6) the increased risk for pedestrian-traffic fatalities due to increased foot traffic from a fixed stop schedule, b7) the potential loss of parking opportunities, b8) the cost of financing this PTP, b9-b10) the disconnect between this PTP and Mt. Accord's own 'ideal system' research on transportation and growth. --b1--If a train or bus were added to LCC alongside the existing roadway it would make the canyon feel more urban/developed. I use this canyon regularly, 3-5 times a month throughout the year, to escape the city and enjoy our amazing Wasatch wilderness through rock-climbing, bouldering, ice-climbing, hiking, biking, back-country skiing, alpine skiing, cross-country skiing and running. If a train were added, it would be a diesel cog locomotive due to the grade of LCC which averages about 8%, as electric trains cannot travel this steep of a grade. I am concerned about seeing, hearing, and smelling a train in the canyon when I am trying to escape the city and enjoy the wilderness. This would greatly detract from my recreational experiences. --b2--Along these lines, how would developing a train alongside LCC road affect the bouldering and rock-climbing access and experience? In particular, some boulders are within 20 feet of the road, so I wonder how a train or BRT could 'fit' and preserve the existing bouldering experience. I would hope that bouldering and climbing opportunities would not be lost. I also hope that it would not endanger climbers or cause increased stress due to proximity of train tracks or the bus lane. --b3--I am concerned about the dangers that a train or BRT system would bring to the car traffic through the canyon. Driving personal vehicles would become more dangerous because we would now be sandwiched between the opposing lane and a train or BRT lane. This is especially dangerous in the winter time where cars slide off the road. An increase in traffic fatalities seems likely as cars slide into a train or bus instead. This could be taken so that this PTP does not reduce the safety of personal vehicle traffic? --b4--The canyon is part of a protected watershed and a fragile ecosystem. I am concerned about the environmental impact of building a train or widening the road for the BRT lane. --b5--As a dispersed user, I would need several stops throughout the canyon in order for the PTP to accommodate my usage. Gritmill, Gate Butress, Coalpit Butress, Lisa Falls, Maybird Slide Area, Tanner Gulch and White Pine. In order for the PTP to be useful for me in the summer time, I would also need services that run until 10pm at night. Otherwise, I will likely continue to drive the canyon. --b6--Given that some freedom is lost from a fixed stop schedule, it will also be important to have a safe trail system since foot-traffic alongside the road will increase in response to fewer access points. This trail system will need to run the length of the canyon, otherwise pedestrian-traffic fatalities could increase. --b7--I hope that existing parking opportunities will not be lost or reduced as a result of the PTP. --b8--The cost of financing a train is estimated at a billion dollars - a steep price tag to be financed by Utah tax payers relative to the fraction of Utahans who use LCC on a regular basis. Also, what are the costs of clearing land slides and avalanches from train tracks? --b9--Finally, I am concerned about the disconnect between the resort from MA's transportation and growth research, which show traffic volumes in LCC to be constant over the past 11 years, and the proposal to put in a train or	Sandy	04/30/2015
I think a fee station is reasonable. I like the added protections to expand the wilderness area. I think a bike lane/running lane could be a good idea. I think we need more organized parking, as roadside parking is limited. I think some sections of big cottonwood canyon road are dangerous, especially right after the power station as you drive up the canyon.	sandy	04/01/2015
I think having light rail up LCC would be excellent, as long as there are stops along the way for trailheads other than just the major resorts. also tunneling to BCC/PC is an interesting proposal, but I'm unclear as to the environmental impacts of this. I'm very happy with the plan to protect watersheds.	sandy	03/22/2015
I think that a train Little CC is sounds like overkill. I live at the bottom of the canyon and the road is only very busy on big snow days. Other than that it is not bad at all. Increasing the bus schedule would be more than enough. It would be very sad to see a not needed train destroy the mountainbike trails that so many people use.	Sandy	02/17/2015
I would like to know what the resorts plan to do with the lands transferred to them. I would bet that Snowbird will add the 2000 units that	sandy	04/20/2015
I would like to see a tram system with multiple stops for recreation, construction of riblets would have the least effect on wildlife and the water shed.	Sandy	04/30/2015
I would love to see the environmental proposed actions for our canyons, but find the proposals benefitting the ski resorts to be repugnant. Further expansion into developed areas is a major loss, especially into Silver and American Forks. Station stops are reasonable, but not specifically a "mountain-rail system". Development with water rights at the base of Alta of up to 108 condo units under no circumstances benefits the canyon. And then there are the continuing negotiations of Grizzly Gulch. Will this be on the development list or in exchange for even more development? In years to come, our watershed will become more important and must not be compromised by further development. The recreational proposals are simply unclear. How many new trails and connections to resorts? What specifically does it mean to "direct future growth...to areas with infrastructure that can accommodate and manage growth"? It sounds like the formula for future expansion and development of the resorts. A user fee that is reasonable and funds habitat restoration could be very beneficial, but to "reinvest in...infrastructure", again, leaves me questioning the vision. The economic proposals simply sound counter-productive to the environmental proposals. How does connecting the Wasatch Back with the Cottonwood Canyons do anything but bring more people and development into the Canyons?	SANDY	04/29/2015
I'm a little concerned about expansion of the honeycomb ski area, but I'm a big fan of putting the entire South Face of Little Cottonwood Canyon in public hands.	Sandy	03/16/2015
It appears that the key in this area is as stated above. Conflicts are apparently between development in the canyons and a narrow group of environmental groups who wish to limit development. The environmental groups are being given concessions by the ski resorts, but the price for these concessions is a rail corridor up Little Cottonwood Canyon. This will result in both roadway traffic and rail line traffic, by design increase the number of people in the canyon and the environmental impact. I am not convinced.	Sandy	03/06/2015
it doesn't serve the locals, just the tourists that are visiting.	Sandy	03/15/2015
It is allowing private ownership in the lower elevations to expand more and more, thus driving up the human impact on the land and the need for even more transportation and over use of the mountains.	Sandy	03/11/2015
It seems to serve the ski resorts very well but not the vast majority of Utahns, tax payers or nature lovers.	Sandy	05/01/2015
it's hard to comment on the exchange of usfs lands for private lands as the information is minimal. I am in favor of the exchange from the standpoint of moving the forest service out of the commercial zone and preserving the land on the north side of the canyon. But there are many details that need to be ironed out concerning the viability of existing lodges and access to parking for everyone.	Sandy	04/06/2015
I've grown up at the base of Little Cottonwood Canyon. The canyon is now being loved to death, people park their cars anywhere, and riparian areas along roadways are being destroyed. It is now time to take a bavarian alps approach and utilize mass transit in order to preserve the environment and lessen the impact by users. I don't think overbuilding such a system is a possibility, especially with our population growth.	Sandy	02/17/2015
Land swaps in exchange for train stops is a terrible trade!! I'm all for setting aside land for public use, but this is a BAD deal. Any train up LCC would be an environmental and visual disaster and would not even come close to any potential "benefit" derived from securing additional public lands at the top of the canyon.	Sandy	03/02/2015
Last night's meeting was a joke, none of the questions we asked were answered, no open discussion was accomplished. this seem to be a technique to ram thru a bunch of mountain development plans with no input by neighbors.	Sandy	02/12/2015
Leave little cottonwood canyon alone.	sandy	03/09/2015
Leave the canyons alone! Trax is not the answer, it will ruin Sandy and will ruin the beautiful canyons with ugly trains which have a track record of killing somebody pretty much every week.	Sandy	04/30/2015
Light rail should be the only option for travel in Big and Little Cottonwood Canyons with ample bike lanes. This has worked well in Zion National Park.	Sandy	04/30/2015
Little Cottonwood Canyon is a treasure that is enjoyed by many various groups of nature loving citizens. Many of these uses would be negatively impacted by a massive transit project built to serve as a though here to all the ski resorts. Let each canyon deal with its on load inn a reasonable and economic way instead of squeezing Little Cottonwood for a transportation hub. The public is not demanding this so I have to ask who is?	Sandy	02/13/2015
Make any private to public land transfers be to the state or local governments. Make no proposals to change federal lands to wilderness, monument, or other status.	Sandy	03/15/2015
No extra lanes or trains up Little Cottonwood canyon. Only more buses, and a more flexible bus schedule.	Sandy	05/01/2015
No extra traffic lanes! No trains up Littlewood Canyon!	Sandy	03/14/2015
No lanes and no trains up little cottonwood canyon.	Sandy	03/03/2015
NO LANES NO TRAINS!!!!	Sandy	04/29/2015
NO TRAINS OR LANES UP LITTLE COTTONWOOD CANYON	Sandy	04/29/2015
No trains or tunnels in the canyons or foothills	Sandy	03/12/2015
Not if the price is a train up little cottonwood canyon.	Sandy	05/01/2015
Not if transit alternative D is the price.	Sandy	05/01/2015
Once again, I am worried that the emphasis is on development and not preservation. I really want to see what we have protected for hiking, biking, photography, wildlife, backcountry skiing, etc. Sometimes it seems like it's all about the ski resorts here in Utah. But those other activities are just as valid and bring in revenue, as well.	Sandy	05/01/2015
Preserve the Backcountry to those who want to earn their turns, not to all lift users.	Sandy	02/05/2015
Preserving the water resources is the critical piece in this whole puzzle. Since we can't prevent people from moving to SLC, resolving the scarce water resources is vital.	Sandy	04/30/2015
Providing more water so more condos can be built at Snowbird and Altadoes not preserve environmental issues. It causes more issues.	Sandy	04/07/2015
Providing rail or widening the roads in the Canyons only serves to increase the number of people who are using the canyon resources. If we are trying to limit environmental impact, this is the opposite of what we should be doing.	Sandy	03/16/2015
Putting a fixed transit system like a tram in the canyons would be a disaster. It would destroy the environment. High quality buses would be best with underground parking at the base of the canyons.	sandy	03/01/2015
Putting up light rail in Little Cottonwood will destroy the view of the canyons and destroy existing trails.	Sandy	04/24/2015
Rail and other fixed rail systems are a bad idea. Please get real and focus on realistic solutions such as bus or shuttle systems.	Sandy	03/08/2015
Save the trails, we want hiking, biking, & climbing! No extra lanes or trains!	Sandy	03/16/2015
Secure Grizzly Gulch from Alta. This area is a Key to public recreation at the top of Little Cottonwood Canyon. Do not allow any Aerial Trams or Gondolas across ridgelines or mountain public recreation areas. It will take away form the scenic beauty of the mountains for hikers, BC Skiers and all users.	Sandy	02/12/2015
See above	Sandy	02/16/2015
see above - private sector gains on the backs of the individual taxpayers and homeowners living in the sandy area the invisible, and unrepresented due to the wanted end result of the PRIVATE ski resorts on PUBLIC LAND (EXPANSION) is what the proposals are tailored around. Good luck to someone that would like to just enjoy the canyons. Are we going to make it pay to play as we have done with City Creek and American Fork Canyons? And have police outnumbering the people.	Sandy	04/04/2015
See above comment	Sandy	03/17/2015
See above- more people in the Cottonwood Canyons ruin it.	Sandy	04/30/2015
Snowbird has contributed to the congestion in the canyons. It will be the principal benefactor of any actions taken by Mount record. Why do they want to go along with the land swap? I believe it's because they have 2000 more units to build and where they going to build them.	Sandy	04/30/2015
Stay away from current backcountry terrain. Grizzly Gulch is a major access point for backcountry users and is the best spot to introduce new users into the Wasatch backcountry terrain.	SANDY	05/01/2015
The blueprint should include a broader scope for sustainable economic development of Little Cottonwood Canyon to go alongside the purpose of preservation of the watershed and natural environment. Look what has been done in the mountains of Switzerland for a good example.	Sandy	04/30/2015
The canyons should stay as pristine as possible. Making more roads and making it more accessible for more people to ruin the natural resources and wildlife. The canyons should not be ruined to make money.	Sandy	04/19/2015
The CCS favors ski resorts, back country skiers! ONLY 7% of Utahans ski and much less than that ski the back country! Let's look at issues that benefit the 93% of UTAH and Utahans rather than the ski resorts located in LCC, BCC! How about the daily gridlock west of I-15 for starters! Solve that issue that affects far more people ALL YEAR "ROUND!!!! If MA is serious about preserving the environment of our canyons then limit the number of people drawn to them! You don't drive more people to an area and make credible claims that you are doing so to preserve the environment! Such a ruse is laughable and only holds water for politicians!	Sandy	04/16/2015
People in everyday life easily see through such a ploy.	Sandy	04/16/2015
The current stewards of the leased lands have done a fantastic job of preserving our lands. Those stewards should stay included in this process in the future. To have those lands only under one controlling group sets us up for failure. Continue to use the collective approach to preserving these lands.	sandy	02/23/2015

	The future of the central Wasatch should not be determined by developers and resort owners. The attraction is the accessibility from the airport or as a local, steep terrain, snow, and quality of the environment. Focus should be on getting people in and out with less drama and traffic and preserving the existing amount of terrain for wild skiing. I don't have much of a quarrel with the solitude and Brighton identified expansions, but do oppose any alpa or snowbird expansions in Salt Lake County or Utah and Wasatch counties.	Sandy	02/10/2015
	The idea of building a railway or dedicated bus lane up Little Cottonwood Canyon should be scrapped. We should simply invest in more bus service and put hard limits on automobile use in LCC, regardless of the day. Although the canyon already has a road, adding road lanes or a railway will immeasurably detract from the wilderness aspects of the canyon. Also, the idea of interconnecting Alta to Brighton and Park City, whether by ski lift or by road/rail tunnel, should also be scrapped. The mountain barrier between these communities provides pristine mountain experiences to many users, not just the super-fit backcountry athletes. Making a road or rail connection between LCC and Park City may seem like a good idea (another route beside I-80 and Provo Canyon), but at what cost? Do we really need another canyon to be bisected by a high speed road or railway? I don't think so. Should we work within the topographical constraints that nature has provided, and maximize efficiency in transportation users and workers within the canyon? I think so. Thank you for considering my comments. I have lived in the Salt Lake Valley since 1987, when I arrived and stayed because of the beautiful mountains. I would hate to see the mountain environment become nothing more than a high speed thruway, getting people hurriedly from point a to point b.	sandy	03/13/2015
	The idea of destroying the canyon with a train to stuff more people up the canyon to benefit the resorts is illogical at best and possibly criminal at worst	Sandy	03/06/2015
	The land swap makes a lot of sense for the resorts to improve the base of their mountains, but not enough to justify rail lines up the Canyons. I support the land swap. I am strongly opposed to making Little Cottonwood Canyon a major transit to Park City. The bottom of Little Cottonwood Canyon is very narrow and installing additional lanes and/or a rail line up the canyon would dramatically change the nature and current available uses of the canyon. The proposed blueprint is far to heavily favored on resort development, tourism and economic growth and does not do enough to preserve the pristine nature of our canyons, particularly the Cottonwood Canyons.	Sandy	03/14/2015
	The proposed deal will sacrifice Little Cottonwood Canyon by transforming it into a transportation corridor and will destroy much of its natural environment, appeal, and beauty. It would be one thing to build a rail line if there were no existing road, as such infrastructure might be necessary to allow Utahns to access and enjoy the canyons. However, doubling up on infrastructure in the canyon unnecessarily destroys the natural environment and beauty of the Canyon. Doubling up on infrastructure will likely stress the natural environment and may threaten existing species, wildlife corridors, watersheds, and other natural conditions. The proposed deal represents an elitist plan for the Canyons that will benefit only a small number of Utahns at potentially tremendous cost both to average recreational users and taxpayers. One of the primary focuses of the deal is to preserve "backcountry areas for dispersed recreation," a goal which benefits a vanishingly small percentage of Utah residents. Only about 7% of Utahns ski and the number that have the time, training, and resources to backcountry ski is much smaller. Yet, in order to benefit the admittedly small ("dispersed") number of people who can take advantage of backcountry skiing, the proposal sacrifices the beauty enjoyment of the lower part of the canyon - the part that Utahns likely access most frequently, including trails like the Quarry Trail along Little Cottonwood Canyon. For most Utahns, the Canyons are a journey and an experience, and destination resorts like the ski-resorts are largely beside the point. Utahns love their canyons for the ability to hike with their families on trails that can be accessed from the valley quickly and for other similar recreational opportunities. Scarring the beloved Canyon landscape with additional, irreversible infrastructure development is contrary to the interests of these many Utahns who enjoy using the lower Canyons and benefits only a select, powerful, and wealthy few with the resources to take advantage of expensive skiing opportunities. Moreover, all taxpayers will be saddled with the enormous cost of this additional and unnecessary infrastructure. Additionally, this destruction of the Canyon is being suggested to address traffic congestion that is really only problematic on a few particularly busy ski days each year. The proposal flies in the face of good science and policy about confronting climate change risk. In the face of the risks and uncertainty associated with climate change, Utah should be investing its resources in robust, resilient strategies that allow us to respond flexibly to changing conditions, rather than committing massive amounts of money to an irreversible infrastructure project that may well be inconsistent with future needs and may saddle Utah's citizens with a project with no return on investment. Whatever one believes about the anthropogenic causes of climate change, there is little doubt that the climate is changing. What that means for Utah remains to be seen, but there is substantial risk that we will have many more winters like this one, in which limited snowfall and warmer winter and spring temperatures mean that ski resorts struggle to remain economically viable. There are also far more important risks associated with this potential climate change, including water shortages, increased wildfire risk, and inadequate capacity to store and collect water in existing reservoirs (which were designed to handle late snowpack melt rather than spring rains and early spring runoff). No one knows exactly how climate change will affect Utah, and in the face of such uncertainty, wise public policy requires choosing strategies that are resilient and "robust" - that offer benefits across a wide range of possible future scenarios, including those that we all hope will not come to pass (and this is true even if one doubts that climate change will materialize at all). Wise policy-making in the face of uncertainty also favors incremental solutions, rather than long-term, irreversible infrastructure investments. Incremental solutions allow adaptation to evolving conditions, rather than locking communities and taxpayers into expensive investments that no longer serve current needs and will not provide any reasonable return on investment. Of course, sometimes-even in the face of uncertainty-we have no choice but to make long-term public infrastructure investments. In this case, however, there is no such urgency. Any need for increased transit in the Canyons can be handled by increments of additional solutions like increased busing, shuttles, or perhaps "transportation system management alternatives," which meet short-term needs but allow us to remain flexible and nimble in responding to changed conditions. We should not saddle ourselves to an unnecessary and massively expensive long-term infrastructure when uncertainty and risk counsels incremental, adaptable solutions that can be altered to adjust to changing conditions. Building additional permanent and expensive infrastructure up our canyons will almost inevitably create serious pressure for future growth. The public will demand a return on its infrastructure investment, and that return is most	Sandy	04/29/2015
	There are very good things in this scenario (permanent protection of Mt Superior, Flagstaff Mountain and in-holdings in White Pine and Days Fork) and (prevention of Guardians Pass development by increasing public ownership), but also very bad and concerning things (Snowbird's potential encroachment into Utah County); and one "DEAL BREAKER" - the protection of Grizzly Gulch. This area is too precious to be developed for skiing or housing-EVER. This is an example of the legacy of the Wasatch. GOOD and BAD should be an option in the multiple choice if people are willing to further define what they mean.	Sandy	04/14/2015
	This proposal is to aggressive and lack environmental constraints.	sandy	05/01/2015
	This seems like a push from Snowbird and other business to capitalize on the "asset" of the mountains, thinly veiled by environmental responsibility. It's just going to turn our peaceful wilderness retreat into a tourist trap.	Sandy	03/12/2015
	Tying the land protection to a rail system is, in my opinion, a way to doom the land protection. A rail line I the Little Cottonwood would have huge opportunity costs for the region. It is unlikely to be funded regionally or federally without decimating the existing transit system.	Sandy	02/18/2015
	We do not need to expand the ski resorts or provide additional water for snowmaking or development.	Sandy	04/30/2015
	We need a system like Zion's National Park with more busses for Little Cottonwood Canyon. That should be the solution with more parking outside the canyon possibly in Salt Lake or lower Sandy. I want more busses, and no more digging into the canyon. The canyon is small, and should be preserved. Not to mention the water supply. We cannot endanger the watershed for the greed of UTA and ski resort owners. Extra lanes or a train would be a huge footprint in a little canyon, not to mention it would cut out recreational needs of Utah residents. Since cars will not be limited it is just more of packing the canyon full. The new transportation will be too expensive to ride, and will not help the residents. The maintenance would be a burden on taxpayers as well. It seems that the major transit system only benefits UTA and the owners of the ski resorts. I do not want to pay for that as a tax payer, and I do not want the money taken from education as an educator. Recreation will be limited to a major transit system. Trails will be cut and harder to access, as well as climbing, mountain biking, and more. Parking will be limited for things that the public residents enjoy. Only 7% of Utah skiers and they drive to where they are going.	Sandy	04/30/2015
	We need to increase the bus usage and also possibly go to an even/odd license number system for travel up and down the canyon. A reasonable fee for driving in the canyon could also be imposed.	Sandy	03/12/2015
	We strongly object to both the process and substantive conclusions of the Mountain Accord deal. These comments represent only a few of the many important issues that this process of the difficulty of getting good information about what is actually being proposed (and the true cost to taxpayers of that proposal) and because of the shortness of the timeline for public comment. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. For example, one of the most obvious solutions for managing traffic in Little Cottonwood Canyon is increasing "bus service in mixed traffic up Little Cottonwood Canyon." This alternative, however, like many others has gotten short shrift in Mountain Accord's analysis. Specifically, the Transportation Purposes and Alternatives Report available on the Mountain Accord website proposes to drop this alternative from further consideration based wholly on a conclusory assertion, with no accompanying analysis or facts, that this alternative succeeds only in "reducing avalanche-related risk and delay" and would "fail to meet the other 13 purposes." No explanation is given as to why this option would not "reduce auto use and congestion in Little Cottonwood Canyon," "reduce vehicle emissions in the Cottonwood Canyons to improve air quality," "reduce parking impacts on environment, safety, and economy," "support land use goals for reduced sprawl and concentrated development," "improve access and connections for pedestrians and bicyclists," "protect or enhance the natural and scenic resources of the Cottonwood Canyons," "protect and enhance community character" or any of the other articulated goals for the plan. It defies logic to assume that more frequent and better timed bus service, coordinated with bus service schedules throughout the valley, would not decrease auto use, vehicle emissions, and parking demands in Little Cottonwood Canyon. This failure to grapple fairly with the issues at hand suggests a rigged, agenda-driven analysis rather than a careful, fair comparison of potential alternatives. Moreover, one wonders how the proposed approach "protects watershed health, water quality, and water quality" better than increased busing, given that the negotiated proposal requires providing increased water for culinary purposes to Alta and increased water (in unquantified amounts) for snowmaking at the resorts. Additionally, while Alternative D, Transportation system management alternatives-which "are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways"-is mentioned as an alternative that will continue to be considered, the Report evinces very little actual consideration of this alternative. It seems that a deal has already been struck between the existing players (who do not represent all relevant stakeholders) and that other alternatives are falling by the wayside without careful study. There seems to be little actual data in the report, so it seems unlikely that any alternative has received enough consideration to be eliminated from consideration at this stage. The report also fails to prioritize the many listed goals in any meaningful way and assumes that increased tourism in the Canyons is an unmitigated good. No sense of relative priority is given and the report fails to explain, for example, why creating a unique "traveler experience" in the canyon should be given equal weight with reducing congestion and parking demands. Relatedly, the report also assumes that increasing tourism in the Canyons is an unqualified good without any explanation for why that is so. The proposed deal will sacrifice Little Cottonwood Canyon by transforming it into a transportation corridor and will destroy much of its natural environment, appeal, and beauty. It would be one thing to build a rail line if there were no existing road, as such infrastructure might be necessary to allow Utahns to access and enjoy the canyons. However, doubling up on infrastructure in the canyon unnecessarily destroys the natural environment and beauty of the Canyon. Doubling up on infrastructure will likely stress the natural environment and may threaten existing species, wildlife corridors, watersheds, and other natural conditions. The proposed deal represents an elitist plan for the Canyons that will benefit only a small number of Utahns at potentially tremendous cost both to average recreational users and taxpayers. One of the primary focuses of the deal is to preserve "backcountry areas for dispersed recreation," a goal which benefits a vanishingly small percentage of Utah residents. Only about 7% of Utahns ski and the number that have the time, training, and resources to backcountry ski is much smaller. Yet, in order to benefit the admittedly small ("dispersed") number of people who can take advantage of backcountry skiing, the proposal sacrifices the beauty enjoyment of the lower	Sandy	04/29/2015
	We will be needing the water in the valley so should not be giving more water to the resorts.	Sandy	04/24/2015
	While I agree with the increase in environmental protections, I am disappointed to see that the expansion of ski resorts was the trade-off.	Sandy	04/30/2015
	Your plan should also include the projected income of all parties who will benefit financially from the Mt. Accord and make it public by mailing, emailing and having it announced on the news weekly. We need to harvest and preserve water. Our state needs to develop the Bear River drainage to provide for drought years, and population growth. The LPF (lake pipeline) will benefit long term southern Utah water needs. Man up and do the right thing. So called environmental groups oppose developing the resources that will maintain our species, provide agricultural water, recreation, shoreline, etc. It is a classic case of off your nose to spite your face...sucker us with a few drops, when the answer to our long term water needs is the Bear River drainage.	Sandy	05/01/2015
	Protecting and increasing public and federal lands needs to be a huge priority, so anything that is a viable and permanent solution to that problem makes me happy.	Sandy	05/01/2015
	It's impossible to answer this question given the choices. The proposed protections are smart, important and in the public's interest. The fast rail proposal up the canyons, as the only option makes no sense. LCC is fragile. Why us to get people to other resorts? Use of cars must be limited, but this scenario makes no sense in its limitation of alternatives. Such actions will likely load the canyons with attracted customers, necessitating further massive development at the resorts and requiring that more precious land be made available to handle the crowds. It makes no sense. The Wasatch are not the Rockies, or the Sierra.	Sandy (Salt Lake County)	04/16/2015
	As acknowledged during the 2002 Olympics when it was deemed unsuitable for any venue due to the environmental damage it could sustain, Little Cottonwood Canyon is a very fragile environment. As a primary watershed for Salt Lake City, the preservation of lands in this canyon are of paramount importance. The act of building a new transportation system up the canyon would cause significant alteration to the mountains in the construction zone, increasing silt runoff, disturbing migration patterns, damaging water quality, and creating significant noise pollution for an extended period (3 years?). Also, summer visitation to the fragile environments around Snowbird and Alta is kept to reasonable levels partially due to constrained transportation options. Once these constraints are removed, visits will likely increase materially, resulting damage associated with increased foot traffic in sensitive areas, more trash, significantly more human waste, and human food being consumed by animals. Additionally, the type of visitor will change from outdoor types, who typically have greater environmental awareness/respect to day-trippers, whose knowledge of forest protection practices is limited. The damage that day-trippers cause is evident in the campgrounds that they frequent.	Sandy (Wasatch Resort, LCC)	03/17/2015
	interesting how suddenly there is more water available when for years it has been stated that there is no water for private property owners in the basin	sandy ut	04/30/2015
	See above.	Sandy,	03/10/2015

Does not serve the public interests. Too much land will be developed. Look at the plan! The majority of land will be open to public interests.	Sandy, UT	02/28/2015
I just hope that it doesn't set up a scenario that somehow facilitates the ability of resorts to continue to obtain or lease USFS lands in the future.	Sandy, UT	03/14/2015
I like the fact that trails will be maintained & hopefully the erosion of these trails prevented. I wonder how much back country terrain will be accessed from lifts instead of by skis. I hope that noise pollution isn't an added problem w/rail noises & diesel from the buses. I also I'm concerned about the effects of adding tunnels to access BCC to LCC & LCC to Park City. I also don't want to see Light rail into BCC. Add parking & then access canyons by bus. You should have stops for Dogwood, Storm Mountain, Spruces, Donut Falls (Etc). In LCC stops for Church Records, Gate Buttress, Red Pine, White Pine, etc.	Sandy, UT	04/26/2015
Need to review more details on the proposed rail / transit stops	Sandy, UT	03/26/2015
Pork trade-offs between land use and transportation are unacceptable in LCC.	Sandy, UT	02/23/2015
The key factor is whether Grizzly Gulch will be protected from any further lifts or development of any kind. Other swaps of public and private land seem to make a lot of sense.	Sandy, UT	02/25/2015
This proposal has some very good components, but also some dubious ones. The proposed land swaps do seem reasonable, and help to protect some contentious areas that should definitely not see development. Limited development at the ski resort base areas seems a reasonable compromise for the land that is being obtained for conservation. However, there are numerous components of this scenario that are not at the best interest of the general public. First, ski resort expansion is not necessary or desired. Over the past many years, ski resorts have continually sought expansion after expansion that has resulted in many past compromises that has slowly eaten away at the wilderness quality lands in the Wasatch. This needs to stop. It is time to make it clear that there is no reason that our already large ski resorts need to become larger. There is currently plenty of land to ski on at these resorts. This would be a huge loss for the environment and the non-motorized recreational community at very little benefit. Second, the inclusion of provisions concerning a mountain railway are unreasonable. This railway would come at an extreme expense to the citizens of Utah, and is not a prudent solution to the canyon transportation problems. It should not be a bargaining chip in these type of negotiations. The merits of the railway should be weighed on its ability to complete transportation goals and its impact on the environment, and not on the fact that it is in a complicated agreement.	Sandy, UT	05/01/2015
As stated above I am concerned about any construction in the canyons but recognize that some must take place to accommodate transportation alternatives that would enhance transportation.	Sandy, Utah	03/03/2015
Do I fully support the Wasatch Backcountry Alliance recommendations on the Mountain Accord proposal. No interconnect tunnel or train. Increased interconnect only serves to increase commercial development. Commercial development is something that should NOT be a priority in such a special environmental us area. Keep the ski areas within their current boundaries. Increased ski development is contrary to the economic and environmental protection for these unique areas. Performance swap: Improve the bus access, dramatically increase number of buses and install a reversible bus only lane on the existing road with environmentally esthetic avalanche sheds in high risk areas. A train and tunnels is a totally non stater economically and time frame wise DO NOT ALLOW THE MOUNTAIN ACCORD PROCESS TO BE MOSTLY AN INCREASE COMMERCIALIZATION PLAN. The lands you have are unique and must be preserved.	Sandy, Utah	04/27/2015
We need managed horse use in the Salt Lake County canyons like American Fork Canyon allows!	Sandy, Utah	03/16/2015
The stated benefits (preserving ridgelines and iconic landscapes; preserving important backcountry for dispersed recreation; increasing environmental and watershed protection) are dependent the successful completion of the mountain rail system or expanded I-210 and additional water availability and development to support the rail system. The requirements for rail, development and water isn't supported by the bus ridership numbers in the Canyon and would cause significant environmental damage to the very narrow Little Cottonwood Canyon.	Sandy/Little Cottonwood Canyon	03/14/2015
Stop more development at Ski Resorts.	sandy/unincorporated SL county	05/01/2015
To whom it may concern I think the canyons are too fragile for the large scale integrated transportation plan you outline here. I am against linking the resorts. I am in favor of light rail in Little and Big Cottonwood Canyons. I am in favor of buses in the canyons I am in favor a fee for vehicles to enter the canyons. That model worked well in Millcreek. Call if you have questions Jeff Whiteley 801 943 3648 Sent from my iPad	Sandy	03/16/2015
I like the Canyons Scenario. I don't like the idea of any "fees" or "parking/pricing strategies" for the Wasatch. You should not have to pay a dime to access public land in the Wasatch. The good thing about having access to the Wasatch Mountains is that it is FREE recreation. I never use Mill Creek just because they charge you at the entrance. I think the tunnel idea is crazy, too expensive and too much engineering (plus were in an earthquake prone area). I think the tunnel concept in the plan distracts from an otherwise mostly good plan. the tunnels are ridiculous and should be completely taken out. I don't want my taxes to pay for tunnels and I don't want to see that much construction in the Wasatch. I do like the idea of a light rail system/train route up the canyons and to Park City though. I would prefer light rail over bus or any tram/lift connections of the canyons. I would support a light rail system to Park City and up the canyons. I think that should be the focus for the transportation portion.	Saratoga Springs	04/30/2015
I'm too wary of the not-in-public interests and insufficiently expert on the details to endorse anything that smacks of any hint of compromise with resorts and developers, who have already pushed too far.	Seattle, WA (formerly SL, UT)	02/05/2015
I am an avid user of the central Wasatch. I hike, ski, snowshoe, bike, picnic, and regularly visit the mountains. I appreciate the opportunity to protect White Pine and Mt Superior. However, I oppose additional ski resort development, particularly into American Fork. Utahans are skiing less despite the population growth in part because of the cost. While I ski Alta & Brighton often, I worry that we are permanently sacrificing our natural local treasure so that wealthy tourists can jet in a few days a year. I for one refuse to scar our scenery so as to convenience tourists. Why not build a tram to Angels Landing too? Expanding resort footprints will benefit the non-Utahns at the expense of my future children and grandchildren. Additionally, any expansion into American Fork will inevitably result in future development in a canyon currently devoid of large scale commercial development. Additionally, recreation is more than just skiing. The recreation discussion continues to focus on skiing which requires significant infrastructure and the accompanying year around development. Meanwhile, less intrusive recreation such as hiking and snowshoeing and backcountry skiing gets overlooked. I do not want to always hike under ski lifts. Finally, the central Wasatch has few high elevation accessible backcountry areas left that are undisturbed. Once they are developed, then they are lost forever. Where is the discussion on the cost to the local taxpayer of fixed infrastructure or are we ignored because of the potential lucre of the almighty tourist? From an environmental perspective, more development will inevitably lead to potential impact on an already strained water supply. As the mountains receive less snow in the future due to climate change, the water supply will become increasingly at risk. The environmental concerns should trump economic development in the blueprint.	SLC	05/01/2015
A light rail train does not sound "low-impact" to me... If you leave the road open, most people will still drive their car up the canyon. I don't want Snowbird to expand anymore, it's already big enough.	SLC	02/11/2015
A reasonable compromise. What about the acreage in AF canyon? I like the idea of making Superior and Grizzly public land.	slc	03/02/2015
After looking at the expansion of the Solitude resort I question if the area is going to include the lower silver fork private property area or if it is going up silver fork canyon to include the East facing slope known as the "Meadow Shoot." If it is to include this popular backcountry ski area then I would hope that the proposal be denied. Simply put that is one of the few locations that is safer on a more regular basis and regularly used by many for backcountry skiing. In addition, I started to use the backcountry because the price of lift tickets is above my price point. This has been a sad loss but the backcountry is really nice to have available. On a side note if expansion "must" happen then as a resident I would like to see the price of lift tickets significantly discounted for locals permanently.	SLC	02/13/2015
as above	slc	04/12/2015
Connecting the resorts is a land grab by the ski areas. They already have the best terrain and will not quit till they have it all. (by the way I am a resort skier not a back country skier) Park City area could have connected their resorts for decades and are only getting around to it due to one company ownership. Deer Valley and PCMR are separated by a rope and have never felt they needed to connect. Brighton and Solitude are connected and the connection has been open and groomed less than one month total in the last THREE YEARS. Alta and Snowbird are connected and the number crossing is a handful a day, with a few more on weekends. If you asked the ski areas for data they would give inflated numbers based on people having dual passes. Those people use both areas but RARELY on the same day. Interconnect is a farce and will do NOTHING for local skiers and is only a play for visitors.	SLC	04/30/2015
Do not support expanding ski resorts or creating tunnels. These proposals hurt the environment and take away from the fastest-growing ski demographic which is backcountry skiing. In addition this blueprint will obviously be of significant cost with questionable and likely marginal economic benefit.	SLC	04/27/2015
Getting more people to the Canyons more quickly does not help protect the watershed, the environment or nature in any way.	SLC	02/04/2015
Having additional snow for snowmaking should not be at the top of the priority list for water usage in Utah. We live in a desert and therefore are short on water all year long. Why should I worry about the ski resorts getting extra water so they can stay open a few more weeks when they already made millions of dollars that ski season? Our water concerns should be placed in more desperate and realistic places. Having station stops that connect Little Cottonwood Canyon and Park City is completely unnecessary. It sounds cool and would definitely be unique and attractive to tourists but at the expense of our canyons and people's homes? I don't think so. Skiing is NOT the only thing our canyons have to offer and so should not be put at the top of our priority list and the owners of ski resorts should not have the most say in the plans for our canyons' future. This part of the proposal sounds more like what kids dream up together at the park because it sounds way awesome and different but in reality is unnecessary and unrealistic.	SLC	04/30/2015
I like the land protection swap and making more of the pristine backcountry areas public land. I think this should have happened a long time ago, and the resorts got some crazy sweet deal on that land - land they should never have owned in the first place. I hope Alta can come around and make grizzly gulch public land. I think that Alta leases their resort land from the forest service for a fraction of what it would cost to own the land the run their operations on, and therefore Alta should be grateful of what they have instead of being greedy. No more resort expansions would also be ideal, as the resorts have enough terrain, land, hotels, restaurants already (in proportion to the total area we're talking about - we're not Colorado or Europe). Let's maintain the balance of this small area on planet earth that means so many things to so many people. Everybody always wants more more more more... and it's time to realize that once this land is gone, it's gone forever. enough is enough.	SLC	03/16/2015
I oppose the tunnel idea, oppose mountain rail. Incentives to use buses, disincentives to parking.	SLC	04/14/2015
I think it is critical to keep the back country in Little Cottonwood and Mountain Accord addresses this but any nearby development by Solitude that allows access to this ridge line near Grizzly Gulch would negate any of this progress. I am still unaware of any limitations on Solitudes side of the ridge. I would not want to see the mistake we made with 9990 and the Canyons.	SLC	04/28/2015
I think lower Silver Fork canyon should be removed from the proposal. This will permit Yo-Yo skiing in silver fork and turn silver fork into a defacto part of Solitude Ski resort.	SLC	05/01/2015
LETS NOT DESTROY THIS AREA. RESORTS DO NOT NEED MORE ACREAGE AND TRANSPORTATION ISSUES CAN BE ADDRESSED WITHOUT A RAIL SYSTEM. INCREASED BUS ROUTES OR CARPOOL INCENTIVES SHOULD BE CONSIDERED.	SLC	05/02/2015
Little Cottonwood Canyon (LCC): UMA supports the proposed Land Swap providing permanent recreational access to what are presently private land areas north of LCC road extending from Twin Peaks Wilderness Boundary east to Twin Lakes Pass. The proposal to include Grizzly Gulch in this is critical to viability of the ski touring service we provide to guests. If ski resort expansion is allowed, b-c ski corridors within ski area boundaries should be provided for access to forest land, etc. Ski resorts deserve to gain developable lands around the bases as proposed. More water is OK as well. However, a Light Rail Transit and exclusive Guideway in LCC is a major expense and should NOT be a requirement of this land swap. UMA supports a vastly improved bus network, i.e. Transportation System Management Alternatives, including disincentives to private vehicle use, such as Trail Park Permits / Fees as a more feasible alternative than Rail. We do NOT support the construction of a new exclusive guideway for Buses. Whatever solution is adopted, should offer stops (if requested by riders) at Gate Buttress (1.3 mi.), Lisa Falls (2.7 mi.) and White Pine (5.4 mi.) as a minimum. Big Cottonwood Canyon (BCC): UMA supports year round bus service in BCC, and increased frequency of buses bound for Alta picking up at BCC Park and Ride. Currently there are only two such offerings in the morning, at 8:21 and 9:05. At least one in the 7 am hour and possibly another in the 10 am hour would be very helpful to backcountry skiers going to canyonal tours from Alta to BCC. BCC bus should offer stops (if requested by dispersed recreation riders) at Storm Mountain (2.7 mi.), S-Turns (4.1 mi.), Mineral Fork (5.8 mi.), Argenta (7.1 mi.), Butler Fork (8.0 mi.), and Beartrap (10.7mi.) in addition to current offerings at Reynolds Flat and Spruces. UMA would prefer not to see expansion of Solitude into Silver Fork or Brighton into Hidden Canyon. This would result in less available land for the growing population of Backcountry Skiers. Ski resort ticket sales enhancements would not offset decreases in tourism due to shrinking terrain for ski touring. However, if this acreage is to become part of these resorts, any new lifts should not run to ridge lines and provide access (as side-country) to Silver Fork and the Peak 10,420 areas. Given the high snow lines in recent years, Silver and 10,420 are essential ski touring terrain and very heavily used.	SLC	04/30/2015
NO TRAINS OR TUNNELS BETTER BUSES AND MAYBE LIMIT THE NUMBER OF CARS ALLOWED IN CANYONS AT ONE TIME NO SKI RESORT EXPANSION	SLC	03/13/2015
Protect our backcountry access!	slc	04/30/2015
See above - big projects will hurt the Canyons more than smaller and more realistic projects.	SLC	05/02/2015
See comment above. The rest of the plan should not go forward without the land transfer outlined in this scenario.	SLC	02/07/2015
See previous comment	slc	02/05/2015
Skip the train idea. Too many trails used by bikers, hikers, and wildlife viewers would be affected as would the habitat for the wildlife.	SLC	04/30/2015
The canyons have high traffic which adds to air pollution and water runoff contamination, better mass transit would be a huge improvement.	SLC	05/01/2015

	The less development the better. We must stop costing our sleeves our resources for money.	SLC	04/18/2015
	The mountain rail system is a boondoggle. We should improve the existing roads and mass transit system.	SLC	03/18/2015
	The plans to transfer private lands to public ownership will contribute to the primary goal of maintaining the world class near wilderness environment of the undeveloped canyon lands. Attempts to expand and develop "world-Class" ski resorts in the cotton wood canyons with connections to Park City are in conflict with maintaining the current near wilderness environment.	slc	04/28/2015
	The ski resorts seem to be the major beneficiaries, with the public paying for the improvements. Please put a stop to ski area expansion.	SLC	05/01/2015
	This goes against what makes these individual canyons unique.	slc	03/27/2015
	This is a small area. It is not the vast expanse of the Alps or other large ranges. There is critically little Backcountry/undeveloped terrain already. The ski resorts will not make a dime on this proposal ( other than using it as an excuse to raise ticket prices...which will drive more people away from the sport). SLC and the Wasatch are unique, and should be protected as is, and not developed.	SLC	02/26/2015
	Too much ski area development. Too much conversion of public land to private.	SLC	04/30/2015
	Yes to land swaps and the purchase of private inholdings for public good. Excellent. If we can arrive at an agreement where the resorts can acknowledge their development boundaries, and where extra terrain and economic zones can be given to them, maybe we can move forward without the constant wrangling and sudden development schemes that have characterized the last decade.	SLC	03/14/2015
	This will ruin what makes BCC and LCC canyon so unique. The will all but destroy the backcountry experience for those who live here and those who travel for what we have. The only ones who will seem to benefit from this plan are the corporate backers and the resort owners (who no by the way are mostly non Utah owned business's). Do Not Destroy what makes the Wasatch mountains the treasure they are	SLC ( Big Cottonwood Canyon)	05/01/2015
	Provide protections against the expansion of Park City/Canyons. Limit their ability to connect Park City to Big and Little Cottonwood. A lift or transit between these 2 canyons doesn't make sense for tourists or water quality and environment protection. The existing route between Snowbird and Alta is barely sustainable. Skiers spend more time transiting between the resorts than skiing. A transit line from Park City would be even longer, and take time away from enjoying the sport from skiing, and would significantly degrade the environment and water shed. This should not be allowed.	SLC, Millcreek #4106 SLC, UT	04/24/2015 04/17/2015
	See above comments. "If it ain't broke don't fix it."		
	I am not fan of a proposal to connect LCC and Park City by tunnel. There are 2 different cultures. LCC - Snowbird, Alta where majority locals, "mountain people" recreate. Park City - Snoh people, mostly out of state tourists. Bringing those tourists into LCC will destroy the beauty we have left in this small canyon. Light rail transit is the idea I like. Sandy-Alta Please get inspired by Switzerland with LRT. Thank you.	Snowbird	04/30/2015
	A tram from park city to the cottonwood would be ineffective. A train into the canyons sounds like a great idea but if I understand correctly, a tunnel would be created between the two canyons and into park city? This sounds awesome but wouldn't it have a pretty substantial impact? Buses and trains also would be less effective for reaching areas other than the major resorts our a few key spots along the canyon, leaving many people driving. Overall I'm impressed by the breadth of thought and possible solutions covered in the study.	SOUTH JORDAN	04/30/2015
	As I said up above, do not consider any connection between the ski resorts.	south jordan	04/26/2015
	Does not address how to connect the 4 cottonwood canyon resorts	South Jordan	02/05/2015
	Excepting for water, the proposal seems to be well thought out.	South Jordan	04/30/2015
	Grizzly Gulch MUST be included in the protection, not just under consideration.	South Jordan	05/01/2015
	I fully support protecting as much wild, backcountry land as possible from further expansion of the ski areas, or other commercial interests.	South Jordan	04/28/2015
	I would prefer the ski resorts remain privately owned and operated. They will have a more vested interest in maintaining them than the "public", namely local government. This will allow local, state and federal government insure that public land stays public. I do not support an easier way to connect Park City and the Cottonwood Canyons, they do not have compatible orographics. I believe the crowds in the Cottonwood Canyons on powder day, especially Little Cottonwood, would eventually hurt all resorts. I suggest a backcountry (or side country) system that would allow a relatively safe way to interconnect between the resorts, allowing more experienced tourists an opportunity to discover backcountry in a more controlled way.		
	On the map it shows that the land near Tibble Fork Reservoir may become private land. I am against this. This should should still be public access land for hiking and equestrian use. This area should not be privatized.	South Jordan	02/18/2015
	See comment above	South Jordan	04/30/2015
	This plan doesn't serve public interest. It serves someone's pocket book. I am disgusted that this is even being considered. I am one that loves hiking and exploring our beautiful mountains and do it on a regular basis. Please do not destroy what we have!	South Jordan	02/08/2015
	Traffic in the Cottonwood Canyons has not been as bad in recent years, however, rail networks would still drastically improve the ability for users to have easy access and use sustainable transportation options.	South Jordan	04/05/2015
	Trains and tunnels!!!!	South Jordan	03/12/2015
	I'm interested to see learn about the feasibility of a rapid bus or rail system. I imagine the rail would be cost-prohibitive, but better transportation options to ski resorts would be great.	South Jordan, UT	02/09/2015
	The canyons need to preserve natural beauty as well as utilizing the most advanced transit needs. I believe twin trams could save time and money.	South Jordan, Utah	03/08/2015
	I would like to see sustainability requirements placed on the proposed new developments.	South Lake Tahoe, CA	02/14/2015
	Would like to see Grizzly Gulch, White Pine, and Mt Superior added to protected lands.	South Salt Lake	05/01/2015
	I strongly support the Cottonwood Canyons Scenario, especially the land swap that includes Grizzly Gulch. Giving the ski areas the parcels of land they request in exchange for land parcel they are willing to give up seems like a very reasonable and beneficial compromise.	South Salt Lake City	03/12/2015
	I think avoiding/preventing another ridge-top monstrosity like what is currently being built at Snowbird is critical.	South Salt Lake, UT	03/05/2015
	I feel this will only inundate our mountains with sound and air pollution. I feel that a train up to Park City would be beneficial, but we should not put a train up Big and Little Cottonwood. Nor should we connect those canyons with the other canyons by train. It would destroy the peace that we have in the mountains. Let's keep our wilderness wilderness.	South Weber	02/05/2015
	It all depends on the final design. The questions are too general for a good answer!	St. George, UT	03/09/2015
	I want more data about the specific parcels being considered for purchase for public protection, and why these were selected. I want more data about the specific parcels being considered for ski expansion, why they were selected, and specifically what type of expansion would be allowed. With water quality, and water availability being a core value, I question the proposal for increased water usage for snowmaking. Again, we need to work WITH the changes occurring in our environment to identify alternatives to our traditional economies (just as the historic mining, timber, & ranching economies of the Wasatch Mtns. have had to do). I adamantly oppose a new connection of any type other than trails between the Cottonwood Canyons and Park City/Summit County. NO TUNNELS. NO TRAMS. NO SKI LIFTS. The damage to the environment & costs of building and maintaining far exceed any economic benefit. The "dream" of staying at a lodge and skiing a resort on 1 side in the morning, then skiing, having dinner, and staying at a lodge on the other side is a nightmare. How does one get their luggage and gear to the next lodge? Or, if a person just wants to ski one side, then the other, and go back to their original starting point, how does one get back at the end of the day (or late night)? Each of these scenarios requires a motor vehicle at some point. They do not reduce traffic or pollution.	summit county	02/28/2015
	Transferring private lands to public entities would not ensure preserving lands from future development. The political pressure to develop these areas would not cease as a result of the mountain accord and future Utah congressional delegations will likely find themselves pressured by the existing resorts and other developers to open up these public lands to additional development. The land swap as envisioned which would pass title of much of the land in the Alta base area to the Alta Ski Lift company would be an economic bonanza for the shareholders of the Alta Ski Lift company. It would also make the Alta lift company far more valuable to an acquirer like Vail Resorts who need developable land in the base area to build it out according to their model. This would come at the expense of the broad public who owns the area, through governmental entities, right now. I have no idea what the Alta Ski Lift company plans to do and count many of the individuals managing the resort as friends. However I do not think it is appropriate to provide an economic bonanza to a private entity at taxpayers' expense.	Summit Park, UT	04/16/2015
	Anything that can be done to preserve open space and increase public land holdings is a good thing. I think the scenario is a good start to that.	Taylorsville	03/29/2015
	Big Cottonwood has more visitors than Little Cottonwood, yet only local bus service is being explored in that canyon. Why is enhanced bus or BRT not being considered, in Big Cottonwood?	Taylorsville	03/17/2015
	Of course, the devil is in the details. That said, I endorse the effort to provide permanent protection for over 2,000 acres of holdings owned by the ski resorts. This will provide much needed certainty for these lands and provide quality dispersed recreation, including backcountry skiing, hopefully in perpetuity. The Blueprint did not make it clear (at least to me) whether these holdings would be purchased by the federal government as funds became available, or if the resorts would continue to own them but sign some type of memorandum of understanding (MOU) that they would henceforth be managed by the USFS, or managed under USFS regulations, with public access allowed. Perhaps that remains to be determined. Nor does the Blueprint specify just what additional protections these lands would receive. I assume that ultimately by the land management designation the holdings receive. I'm not convinced that any of the federal land management designations (i.e., Wilderness, National Monument, National Scenic Area, etc.) identified in the Blueprint are warranted or needed for this acreage, if the management practices implemented prevent degradation of surface waters within the Canyons. Any of these proposed designations, but especially designation and management as a Wilderness area, might galvanize opposition to and possibly scuttle this land management proposal. The information concerning the benefits to the resorts, primarily Alta and Snowbird, is vague, so I am reticent to endorse this portion of the scenario. I do however applaud Mountain Accord for presenting the transit tunnel proposals between LCC and BCC, and between BCC and Park City. I have numerous concerns and reservations about the tunnel proposals but acknowledge that the tunnel options need to be evaluated, particularly if we do not wish to see Guardians Pass become a main thoroughfare between SLC and Park City during the winter, or additional backcountry acreage consumed by new lifts to connect the resorts. Hopefully a comprehensive EIS will thoroughly examine the transit tunnel proposals. The Blueprint does not mention a consideration to expand the Alta ski area into the Mt. Wolverine/Catherine Pass/ Mt. Tuscarora area that I was informed of through Save Our Canyons back in February. Is this proposal still on the table? I do not support such an expansion. Some questions: The Cottonwood Canyons scenario mentions 258 acres for base area management (item # 2). I assume this is to accommodate transit stops in LCC, BCC, and Park City and is a cumulative figure (estimate)? This acreage seems high if it is only for that purpose. Would the additional water for snowmaking (item # 3) come from dewatering and diversion during tunnel excavation? Item # 5 states that the resorts would benefit from "approximately 416 acres in American Fork Canyon." Would this be an expansion of the Snowbird resort? The map that accompanies the Cottonwood Canyons scenario does not show any expansion in this area. In summary, I remain neutral / undecided on this scenario for the Canyons, primarily because of my concerns re: transit tunnels between LCC, BCC, and Park City, but endorse proceeding with an EIS for the tunnel(s) proposal.	Taylorsville	05/01/2015
	One important traditional land use has been hunting. Hunting should be identified and protected as a legitimate use of these lands.	Taylorsville	04/30/2015
	I have nothing at the moment but I think the scenario does a great job at looking at future issues with this development.	Taylorsville	03/10/2015
	Less development and more preservation.	Theocracy Utah	03/12/2015
	No changes, please!!!	Toronto	03/16/2015
	This scenario just continues the unsustainable model of putting more housing and services in the Canyon. We will have to revisit this almost immediately after implementation as growth continues. Only by avoiding the resort model can we make canyons access sustainable. Housing and services to the north of the canyons and providing efficient transit is the only even moderately sustainable path forward. It seems that even though the resorts are largely on public lands and have recently shown aggression toward public lands outside their allowed boundaries, this scenario has the resorts as the only important stakeholders. I reject this model.	Vancouver, BC	05/01/2015
	I would prefer light rail over the car congestion that is a large impact problem now.	Vernal	04/12/2015
	How would the public access these new lands? Overland trams/Gondolas, or a tunnel through the mountains at the ski area base?	WEST_JORDAN	05/01/2015
	This leaves ski areas unrestricted while restricting other recreational usage.	West Jordan	02/28/2015
	This proposal could have a negative impact on access to trailheads and trailhead parking. I do not support any "improvements" that would otherwise restrict access to trailheads and related parking areas in either Cottonwood canyon or along 9400 south adjacent to the north Bells Canyon access point	West Jordan	03/15/2015
	We salt lake city residents dont want this! It is not going to benefit us. It will only benefit your pockets!	west jordan	03/27/2015
	You will ruin public lands and the wildlife.	west jordan	03/14/2015
	I support the idea of NON-interference with 9400 south bells canyon parking lot and trailhead	West Jordan	03/14/2015
	Leave the cottonwood canyons alone! I'm all for light rail but connecting the canyons not at all! Big and Little Cottonwood are unique in their own ways and The history alone in Grizzly Gulch is unbelievable!	west Jordan	03/17/2015
	Leave the Cottonwood canyons alone! No tunnels trains and resort expansion!!!!	west Jordan	05/01/2015
	It would be a fantastic plan to preserve all of this land. It represents much of the most beautiful areas in the Wasatch.	West Jordan, UT	02/04/2015
	DON'T RUIN OUR MOUNTAINS!!!	West Jordan0	03/13/2015
	How is "new culinary water for up to 108 units at Alta" going to be accomplished? What constitutes a "unit"? This blueprint should be accessible by a general audience. Where is this water going to come from?	West Valley City	03/13/2015

	<p>1. I believe Mountain Accord is amiss in not placing more emphasis on active transportation solutions and making associated communities bike friendly as a stated goal; 2. Should a link between the Cottonwood Canyons to Park City become a reality I am opposed to any aerial connection such as a tram or fancy chair lift; 3. Recreation user conflicts between hikers and bikers on Central Wasatch trails is only going to get worse; I believe Mountain Accord is errant in not laying a groundwork to resolve this problem; 4. Increases in people populations will also increase dog populations, and ergo, there will be greater canine impact in the canyon watershed over time, as with hiker-biker conflicts; I believe Mountain Accord needs to be on record with a strategy to minimize dog presence in the Central Wasatch with alternatives such as using designated utility corridors crisscrossing the urban scape as off-leash dog parks.</p>	West Valley City	02/17/2015
	<p>As a resident of the Salt Lake Valley, I am concerned about the protection of our watershed and the environmental stability of the Wasatch. I am also terribly frightened in regards of what has happened on the Eastern portion of the Quairrh Mountains, which now has been controlled by a single for profit company and environmentally destroyed in the interest of profit by a global mining conglomerate. I have reservations about the One Wasatch proposal and it sounds good, but I do not think having some ridiculous mega-resort is truly beneficial to helping preserve balance and good stewardship of our mountain jewel. I think we need to restrain any disillusion of grandeur and focus on how to maintain and protect the Cottonwood Canyons, without turning it into some sort of resort freak show. We should resist the urge to try and compete with Lake Tahoe. We are not Lake Tahoe, we are Salt Lake City. I am all for increasing reasonable access, and I think that some transportation improvements would go a long way to help that. I suspect that MANY people would appreciate having better bus canyon service, both in winter and during the rest of the year. Many of us want to go up and enjoy the canyons, but we also want to protect the environment as well. There really should be a major inquiry into expanding the UTA services, most of us who enjoy the canyons would love to see better access through all seasons, and we would be willing to not drive if the transportation could be implemented to assist with the access.</p>	West Valley City	04/30/2015
	see above comments	Weston, MA	02/24/2015
	Solving the scattered land ownership makes sense. But the development threat seems over stated. Reasonable engineering standards would prevent most road access.	Woodland	04/29/2015
	Little Cottonwood Canyon can never be Park City, easier access and perhaps gear storage at rail stops would be helpful and revenue producing.	Woodridge IL 60517	04/30/2015
<b>Please provide any additional feedback on purposes or needs for transportation improvements in the identified corridors.</b>			
	Any proposal that involves punching a tunnel through the top of either Canyon is responsible stewardship of the natural resources and will mar the natural beauty that myself and other visitors expect when visiting the Cottonwood Canyons area.	Albuquerque	03/04/2015
	I like the tunnels idea between the canyons, could help air quality though that isn't a permanent solution, just buys us time.	Alpine	02/08/2015
	If more roads are built or if existing roads are improved more people will use the canyons and mountains. Why do we want to encourage more people to use the canyons when the canyons and mountains are currently over used?	Alpine, Ut	04/30/2015
	When making rules for vehicles, do not restrict vehicles that do not impact the environment. Blanket "no vehicles" statement could restrict my flying a paraglider over an area and landing in an emergency. I do not use a motor of any kind and the fabric of my glider does not even break the stems of plants when I land on them. In flight I move silently over head unseen by the majority of those on the ground. When seen I resemble the soaring birds I fly with more than any mechanized device. In an emergency landing I pack up and walk out literally leaving no trace.	Alpine, Utah	03/15/2015
	As a 3rd year seasonal worker in Alta, I do not own a car and am always shocked by how many people up here DO own cars. I think there is too little be done to discourage the use of cars in the Canyons and that the proposed transportation solutions seem more like wishful thinking for 5-10 years down the line. In the meanwhile, I think a toll should be placed on cars driving up canyon. Of the proposals I like the idea of a light rail connection the best.	Alta	03/16/2015
	Express bus from PC makes sense. Tram from Brighton to PC makes sense. Buses up BCC make sense. Railroad to Alta and Brighton makes no sense. We live in Alta year-round and are very concerned about the notion of a railroad being built up LCC. Where would it go? If on Hwy 210, there will be disruption to automobile access for years and severe avalanche danger all along the route probably requiring sheds to be built over both the rail line and the roadway. Sheds over the roadway will lead to severe black ice problems for drivers. If the railroad is on the south side of the canyon it will have to be carved mostly out of pristine nature and where does it go once it leaves Snowbird? Up the Bypass Road? There isn't enough room for two tracks and all the homeowners will violently object. Tunnel under Peruvian Ridge? Good luck! Across the Creek to the Hellgate Condos and then up Hwy 210? Severe avalanche issues and all homeowners along 210 will fight it. And the cost of building a rail line??? It has to be in the billions. It makes absolutely no sense to go rail when a high-speed tram or gondola could move the same number of people just as rapidly with a minimal impact on nature and the existing infrastructure. It is very clear the UTA just wants to build a railroad and is dismissing the tram/gondola solution without even considering it. All the "we are going to protect nature in the canyons" stuff is hypocritical nonsense if the solution to transportation issues is to construct a railroad (which will need 2 tracks) up through a wilderness area. I'm disgusted.	Alta	02/10/2015
	I am in favor of a trail vs. bus transportation	Alta	02/24/2015
	It's difficult to completely understand the purposes or needs without being involved in the engagement process amongst stakeholders. Reviewing the alternatives and purposes gives an understanding of the process of getting to the A&P but how to evaluate and weigh them as non-participant is tough.	alta	02/10/2015
	Train system needs to be all inclusive to reach full potential of Mountain accord	Alta	03/07/2015
	You cowboys need some professional outside help.	ALTA_UT	03/07/2015
	The transportation issues should not be lumped together. There are really 3 issues. 1) do we want improved mass transit up LCC. 2) Of what type should it be? Train, bus, ski lift? 3) Should it go through to Big Cottonwood and Park City. Yes on a system. I think it should be an electric train. No on the tunnel. Ski lift ok.	Alta Utah	04/30/2015
	I feel a BRT up Little Cottonwood Canyon would be a relatively cost effective and relatively easy program to implement. An incentive of some sort to use this system would need to be implemented, a more user friendly bus schedule and increased secure long term parking options would need to be provided.	Alta, Utah	04/29/2015
	<p>Salt Lake Valley The Salt Lake Valley has significant transportation issues. Our valley continues to be "car-centric" with a large number of single occupancy vehicles (SOVs) on our roads. The existing mass-transit system in the Salt Lake Valley is under-utilized and below capacity. Resources are needed to increase ridership of the existing SOVs. Additional express bus service is needed in the Salt Lake Valley. An example of this is the need for express bus service from downtown Salt Lake City to Cottonwood Heights via 700 East and the Van Winkle Expressway. Consideration should be given to the construction of a "belt route" rail line along the east and south sides of the Salt Lake Valley. Such a rail line would connect the University of Utah to the Blue TRAX line in Sandy. Considerations should be given to lowering fares to encourage ridership on UTA buses and rail lines. Save Our Canyons believes that the greatest public benefit would be achieved by focusing investment on mass-transit in the Salt Lake Valley. Cottonwood Canyons and Mill Creek Canyon Save Our Canyons believes the best method to improve transportation, while preserving the wilderness character and natural habitat of these canyons, is to implement a reliable, affordable, and efficient shuttle system using vans and buses. This shuttle system would be operational year round, but would have higher capacity during peak use periods. For the shuttle system to be successful, additional park and ride lots need to be developed. These lots would be developed throughout the Salt Lake Valley. Existing and future transit hubs would also be used as boarding stations for the shuttle system. The shuttle system would be designed to provide service for all canyon visitors: resort skiers, dispersed users, hikers, resort employees, summer season visitors, and others. Current congestion problems in the Cottonwood Canyons are largely associated with ski resort operations, most notably on weekends and holidays. The shuttle system would provide express shuttle service to each ski resort from park and ride lots/transit hubs. Winter express shuttles for dispersed use would also be part of the system. These shuttles would provide transit to users from park and ride/transit hubs to winter trailheads. Similarly, in summer, shuttles would provide hikers express service from park and ride/transit hubs to trailheads. The proposed shuttle system is NOT a traditional multi-stop bus service. The proposed shuttle system is one that conveniently transports individuals from park and ride lots and transit hubs to mountain locations with "express" service. The shuttles would have a limited number of stops, and in many instances would provide nonstop transit service (most notably to ski resorts). A key feature of the shuttle system would be short transfer times at park and ride lots/transit hubs and at mountain locations for return service back to the park and ride lots/transit hubs. Shuttles will need to be able to meet peak demand. The success of this system is dependent on convenience and short wait times for users. Low fares need to be a part of the system to encourage use. A shuttle system using vans and buses has the benefit of being highly flexible. The shuttle system could easily (and cheaply) be modified as demands change in the future. There needs to be an evaluation as to whether this shuttle system is publicly or privately operated (or a combination of both). There should also be an evaluation of the feasibility of a system of vans for "home to mountain" service that would augment the shuttle service described above. Such a home to mountain system would resemble an airport limousine service, with scheduled pick up and return times. The vehicles used in the shuttle system would be vehicles appropriate for mountain travel, including travel through inclement weather. Ideally, these vehicles would utilize clean fuel systems (e.g. natural gas) to minimize impacts to air quality. Coupled with the shuttle system, there should be consideration to implement "congestion pricing" for private vehicles in the Cottonwood Canyons. Congestion pricing is a market based approach to reducing congestion. Congestion pricing is utilized in power marketing, where users pay a higher price for power during "on-peak" hours. There are also many examples of congestion pricing in transportation. The adjustable rates for use of the HOV lanes on I-15 is an example of congestion pricing. Congestion pricing is being used in the European cities of London, Stockholm and Milan to reduce traffic. In these cities, private vehicles must pay a fee to enter the "high-use" area of city center during peak congestion periods. These systems have been successful in reducing traffic. Congestion pricing in the Cottonwood Canyons could be implemented during peak traffic periods to reduce the number of private vehicles during peak use periods. Private vehicles would be required to pay a "congestion fee" to drive up the Cottonwood Canyons during said peak periods. Initially, this congestion fee may only be collected on weekends and holidays during the winter season (consistent</p>	American Fork	04/14/2015
	There needs to be more focus on public transportation and less on the car. The canyons should be weaned off of car use for anyone excepting someone who lives full-time - in that canyon.	Berkeley	04/30/2015
	email with comments	Big Cottonwood Canyon	05/01/2015
	Agree on reducing pollution, user fee, and potentially limiting access on busy days. Unlimited numbers of people can not be accommodated with any plan.	Bluffdale, UT	03/31/2015
	More attention needs to be given to protection of the resources in my opinion	Boise, Id	03/06/2015
	Alternative D needs more study and consideration. This seems like the most reasonable way forward.	Bountiful	04/29/2015
	I hesitate to make a traffic corridor through Little Cot to Park City.	Bountiful	03/21/2015
	I worry about the land being "fractured" by roads or lifts through the canyons.	Bountiful	02/05/2015
	See comments in Cottonwood Canyons	Bountiful, UT 84010	03/31/2015
	I favor tunnels between the canyons vs. an aerial system and do think that year round connections between the Cottonwood canyons and Park City should be developed as long as key links are underground rather than tearing up the mountainside to build roads. Any public transportation option should be non-polluting. I do want to protect existing backcountry recreation areas, particularly Grizzly Gulch and feel that interconnected ski areas is a marketing gimmick rather than a necessity. Of immediate need is a better transit system between Park City and Salt Lake City, which would provide commuters with an alternative to the current singular alternative of automobile transit on I-80. Either rail or BRT should be implemented on a priority basis. Yesterday I took the Park City to Kimball Junction bus, which on it's goat trail route, took 1 hour to complete it's run. Express service with few stops is needed for the Park City area. Priority protection and increased acreage for wilderness should also be a priority.	Bountiful, Utah	03/14/2015
	I support (again the European method) the electric light rail option connecting Alta/Brighton and the Park City side. This would appear to offer the greatest people mover throughput while offering travelers the greatest comfort (over aerial tram). LRT up Little truly is the most realistic problem solver while continuing current bus transit (UTA) up Big.	Brighton	04/14/2015
	I think the summer bus service for Big Cottonwood Canyon is a great idea. Maybe even provide the bus service for free to encourage more usage.	Brighton	04/27/2015
	<p>A train/light rail system with limited stops from downtown SLC/SLC airport, up LCC (stopping at Alta and SB), through a tunnel into BCC (stopping at Brighton parking lot) through a tunnel to Park City (stopping in downtown PC) is the best option for transportation, the environment, preservation, recreation, and all of the interested economies. With a rail system you will discourage driving, and better control mountain Access with limited stops, not only for skiers but for all recreation and mountain enjoyment. People do not like to ride busses and will not use them. Trains are comfortable and reliable and people will use them. Tunnels have minimal environmental impact and preserve natural aesthetics. The European countries which share the Alps also care deeply about their mountains and preserving the environments, rely on the mountains for recreation - and they are completely dependent on well thought-out train systems that very delicately transport millions of people through a very well preserved environment. Recreational demand on these mountains will only increase - so let's do it right and manage the recreational pressure with a rail system.</p>	Brighton Utah	03/17/2015

	<p>I am undecided on all of the above topics because it is very difficult to understand (from this web page) exactly what the proposed blueprint is! I see several options listed under "proposed blueprint" and it is not clear which is the most likely. It is obvious to me that the best option is the light rail train from SLC airport/downtown, south along the Wasatch Front, up LCC with stops in Alta and Snowbird, through a tunnel stopping in Brighton parking lot, and through another tunnel stopping in PC - and back again. I agree that the major concerns are environmental, economic and recreation. I believe the BCC's secluded reality, while part of its appeal, also make it difficult for homeowners to rent their properties in the winter. I have spent a lot of time skiing in France, Switzerland, Austria and Italy and it seems obvious to me that we need to follow their lead. While I lived in Zurich and Geneva I was able to take a train (with one or two easy changes) from both of these major city centers or the airports to the ski lift in Zermatt or Chamonix. No cars, no traffic and an incredible skiing experience. I would also say that with these train systems the European countries did a very good job preserving their environments in these mountains. In BCC or LCC, if you had a train system connecting to Park City residents and renters could take an evening ride over the mountain into Park City for dinner or after ski. This would be a huge boost for all three of these economies! It would discourage driving in the evening. Your proposal, while better than anything else I've seen, still excludes the possibility that BCC residents and renters will have evening access to the bars and restaurants in Park City. The very obvious option to me (and I believe one of your blueprints) would be to a light rail connect from SLC airport/downtown, south along the Wasatch front, up Little Cottonwood with stops in SB and Alta, through a tunnel into Brighton parking lot and a stop there, and through another tunnel into Park City. For me, it seems very important that this train line will continue (perhaps less frequently) late into the evening so Park City could gain the Economic benefit of more BCC and LCC homeowners and renters using their restaurants. At the same time, with so many houses and cabins in BCC, an evening connection will provide an additional economic injection to Park City which should certainly be welcome! So with this necessary evening connection in mind, the light rail with the above connection (which done in the European manner could be minimal impact to the environment) is the obvious best option. If you consider the economic interests (and I believe you have) of all the interested parties, not just the ski resorts - Park City business owners (tax payers), BCC house/cabin owners (tax payers), ski resorts (large business and tax payers), the SLC and PC local governments (tax spenders), - why not look at this project as a public/private cooperation expanding the possibilities to include the light rail train system. This is absolutely the best option.</p>	Brighton Utah	03/16/2015
	<p>In the big picture everything proposed just puts more "pressure" on the big and little cottonwood canyons by putting in more urban based transportation.</p>	Brighton, UT	02/09/2015
	<p>I would like to propose that the existing roadways be relocated away from Riparian areas (streams), with two tunnels being built in Big Cottonwood canyon from Ledgerme to above the Storm mountain area and the second from just below the S-curve to just below the Laurel Pines area. The roads between these tunnels should be relocated away from the stream beds using snow sheds in snow slide areas. The UTA does not provide transportation in the summertime to the canyon as it is, but should provide summer vans as a stopgap measure, until further needs can be assessed. Further, the remaining roadways should be re-contoured and returned to their former natural condition with a small, narrow, unpaved, summer service road where absolutely necessary. The Little Cottonwood canyon Transit plan should follow suit with a similar system proposal by the residents and stake holders, with the environment and watershed protection being of paramount importance. Neither canyon should be linked or otherwise connected to the Park City, Deer valley, Midway or Heber areas. In fact, I believe a scaling back of the existing roads should be implemented.</p>	Brighton, Utah	03/06/2015
	<p>Option B utilizing Buses appears to be the best and most feasible option. Tunnels, Lite Rail and Aerial Trams appear to be not cost effective and possibly more impactful on the existing environment. Most of the Corridor Purposes criteria appear to reflect good and sound ideals.</p>	Brighton, Utah 84121	05/01/2015
	<p>Please, please do not consider a rail system along Wasatch Blvd. from Ft. Union Blvd. south to Little Cottonwood Canyon!</p>	c.h.c., 84121	03/16/2015
	<p>No gondolas or trams due to operation capability on windy days. Prefer busses and light rail. RE: Little Cottonwood. You may have to enforce a "commuter cars only" rule meaning no more single drivers. However, if this busy warm no snow weather continues, it's all moot. Little C is really only horrible on snowy days. However the pollution that travels up that canyon on busy days needs to be addressed. I think Mountain Accord is doing a terrific job developing sound proposals for a very complicated issue.</p>	Charleston, Utah	02/09/2015
	<p>Need to go with rail up canyon and link to park City. Would be significant less likely to use if were buses.</p>	Chicago	02/09/2015
	<p>I would like to see buses run every 30 minutes. there are dead spots in the bus shed (bcc after 12:30) that make buses inconvenient. parking is also an issue.</p>	cottonwood heights	03/12/2015
	<p>Add a toll booth it would keep down traffic, trash, pollution, and it would make money.</p>	Cottonwood Heights	03/27/2015
	<p>Again, I appreciate the global look at transportation scenarios for the canyons for the future, but I believe we need have a specific plan of action for the immediate/short term needs as well. There are too many master plans that sit on the shelf and never benefit the purpose they're developed for because the planning is too far in the future. Please look at the immediate needs as well as the long term needs.</p>	Cottonwood Heights	02/27/2015
	<p>Again, the idea of having to trade a decent transportation solution for increased development is tragic. Do not create the opportunity for development by offering us one thing we've been asking for for years (public transport) in exchange for the loss of the small amount of open space we have between the very crowded SLC valley and Park City basin.</p>	Cottonwood Heights	04/07/2015
	<p>Alternative D (Transportation system management alternatives) is the only reasonable proposal. Light rail up the canyon is not realistic. Any exclusive guideways are unworkable. An aerial tram up the canyon is a joke! The accord seems to be a sham for the ski industry.</p>	cottonwood heights	04/30/2015
	<p>Am personally against any connectivity that increases private vehicle use in Big or Little Cottonwood Canyons.</p>	Cottonwood Heights	03/12/2015
	<p>As I mentioned above - I am very supportive of light rail to/from PC via LCC and tunnels. I think this option will prove to be amazing - assuming the system pans out as we expect. Heavy powder-day traffic won't render the system unusable and the system will still be financially viable even when running with limited passengers on some days. I've heard comments along the lines of, "it's perfect the way it is. Leave it alone!" I doubt anyone who has experienced the mayhem on a heavy snow day would make such a comment. The lineup of cars is totally unacceptable and the behavior I've witnessed is even more unacceptable. Let's realize the potential of this area by not being afraid of positive change. In general, we should do a better job of discouraging autos/encouraging bicycles in the canyons.</p>	Cottonwood Heights	04/08/2015
	<p>avalanche sheds, light rail, wider roads, and incentives/disincentives, and possibly more parking are the only things Little Cottonwood needs. there is zero need to connect the back with the front (by lift or tunnel), anything summit county (deer valley, vail) is doing is strictly for tourism. I'd gladly pay \$345 per year per person to NOT bring more tourists to the cottonwood canyons. I agree that NO improvement to guardsman should happen. Making that road accessible year round would only make congestion worse in big cottonwood. It's already made it way worse in the summer months because of the recent paving of said road.</p>	Cottonwood Heights	02/24/2015
	<p>Bike Commuters - Widen the lanes between 7200 and Bangle Blvd. Bus usage is dropping off and I feel it is due to the time commitment that is involved compared to driving yourself. If bus happens it would need to be made more efficient. Has there been much discussion to having a daily fee to drive (at least in the winter). If you drive in a personal car you pay for it, you are in a bus it's free. To avoid an actual toll booth there could be a photo booth similar to photo cop. Of course weather would play a role in the effectiveness. Ideally it would help eliminate congestion, and give the freedom for people to bring their gear if they plan to do more than resort skiing that day.</p>	Cottonwood Heights	04/26/2015
	<p>Corridor connections between canyons are a bad idea. They will increase the rate at which people access areas, but they do not increase the capacity of those areas to support increased crowding. I do think that public transportation of the canyons should be a priority, but there should be limits on how many people can be at the major recreation areas at a single point in time. It is impossible to accommodate large numbers of people in wild areas and still keep those areas looking and functioning as wild areas.</p>	Cottonwood Heights	03/10/2015
	<p>Cost (or relative cost at least at this point). Without cost and ultimately an idea of the likelihood of the proposals actually happening it is hard to judge the various alternatives. Realize that this is a blueprint of a blueprint, but it seems you are asking people to get on board with some proposal in the interest of garnering support while some of these proposals are likely not realistic, and we are guessing you know it.</p>	Cottonwood Heights	02/04/2015
	<p>Don't like improving Guardsman to year round. Seems like it would offer an alternative to the new transport option from Little to PC that we just spent \$\$\$\$ on while increasing traffic in Big and PC.</p>	Cottonwood Heights	02/11/2015
	<p>Expanded bus service should NOT be dropped from further consideration! It meets or exceeds 13 of the 14 criteria!!! Number four is the only one it does not meet. This must be rigged to trick tax payers into building a two billion dollar Train while stealing their land.</p>	cottonwood heights	03/13/2015
	<p>Fine with aerial transportation (is it year-round for hikers and other canyon visitors?) and improved and maintained Guardsman Pass. No to tunneling.</p>	Cottonwood Heights	04/15/2015
	<p>For the LCC corridor: As for the trains: 1) what is the capacity per hour of the system in regards of moving skiers up and down LCC? and how does this relate to a busy day at alta/snowbird? 2) I am guessing we are talking about moving perhaps 70% of the skier traffic per day - so maybe 5,000 people on a peak day? Is this realistically possible? 3) I am assuming this will lead to long delays waiting for the train after a hard day on the slopes. Who will want to wait in a queue for a long period of time? Will the train allocate equal seating to both of main stops? Or will it "fill up" at Alta on the way down - leaving frustrated peoples at Snowbird. 4) as for feasibility and funding... what is the expected expense of such a project and how will it be subsidized? Will the ticket price be prohibitive? Will folks just assume pay some sort of parking fee as opposed to paying for the train? Will the parking fee be per car, or charged per carload (4 people in a car pay 4 times as much). If it's a per car fee - surely a car of 4 folks will be cheaper to park than 4 round trip tickets on the train system. 5) How much thought has been given to more frequent bus service with a snowshed solution to mitigate the road hazards? This would allow peak hour service adjustments to accommodate the morning and afternoon. 6) Is the public perception of a fancy shiny train as opposed to a boring old bus partially responsible for the train proposal?</p>	Cottonwood Heights	03/05/2015
	<p>Get ONE Wasatch on the table!</p>	Cottonwood Heights	02/12/2015
	<p>I am opposed to train or light rail in the canyons or up to Park City. I am opposed to year round road at Guardsman Pass. Let people enjoy the mountains closest to them or use the bus or car when needed.</p>	Cottonwood Heights	04/26/2015
	<p>I do like the idea of increase bus service, but hate the idea of tunneling into our mountains and the environmental impact that construction of a light rail would cost.</p>	Cottonwood Heights	03/16/2015
	<p>I highly disagree with the use of Little Cottonwood Canyon as a railway to better serve as transportation. The Temple Quarry Trail is highly used by many types of enthusiasts i.e., biking, running, site seeing and hiking. If you take away our trail system you take away from our canyon and what it has to offer. I am also a ski enthusiast and disagree that this system would better help our "Canyons." Right now we cannot even support the amount of people travelling up the canyon to ski or backcountry ski. There are times the lift lines are so backed up that it literally has become a problem and causes tension. Now you want to put a railway in and send more people up the canyon in which we can't even support. I believe this is all based on bringing more money into the state for their own benefit, not looking at the "big picture" and who actually utilizes these canyons and how it will affect those actually "using" it. Do Not take away my Temple Quarry Trail and Do Not put this system in to benefit yourself.</p>	Cottonwood Heights	05/01/2015
	<p>I only have input on the Cottonwood Canyons (CC). A rail system seems very excessive, expensive and impracticable. I am in favor of improving the bus service and then charging a toll on private vehicles in the CC to limit the number of vehicles and improve the bus service. The roads are generally good and could be widened in spots to accommodate faster and more frequent bus service. I am not in favor of a ski link joining Park City to the CC. The population of areas east of the CC will likely grow very dramatically and providing mechanized access for many additional people will degrade the quality of the experience in the canyons. Park City area residents chose to live there because of the existing special and desirable characteristics of their community, the same is true for residents on Salt Lake. Park City has a huge amount of ski terrain and it could be expanded further without impacting the CC. Park City area residents chose to live there without any reasonable expectation that they would have mechanized access into the CC and the Mountain Accord should not be designed to give them a windfall to the detriment of Salt Lake residents who will have a degraded experience. I am in favor of land swaps that will preserve or improve the current environmental conditions while giving the ski areas and other land holders as good or better economic value in concentrated areas near the current road systems. I am in favor of foot trails that would link the CC and Park City areas but not mountain biking. The presence of mountain bikes on trails seriously degrades them for hikers. Separate mountain biking trails could be established.</p>	Cottonwood Heights	04/30/2015
	<p>I personally would like to see light rail up each canyon. But I also think that it needs to be integrated with the light rail plan in the valley which requires some more lines on the East side and integration into the canyon transportation plan. The answer is not huge parking garages at the mouths of the canyons. I like the tunnel link concept with light rail as well.</p>	Cottonwood Heights	03/09/2015
	<p>I prefer ground options over aerial. I especially don't want to see an aerial connection over grizzly gulch.</p>	Cottonwood Heights	04/30/2015
	<p>I should first say that good work is being done in the 10-30 corridor and summit county corridor. Now lets talk about the contentious one: First I don't believe that purpose 4 is actually necessary, it seems as though this is solving a problem that doesn't exist. Second, these purposes do not have equal weight, maybe they should be considered with a weighting factor - purpose 7 needs to be more specific. Are you trying to keep parking out of the canyons? out of the city? away from the bottom of the canyons? only in the copper mine? people are going to park somewhere, where is it acceptable? Purposes 5, 6, 7, and 9 are natural consequences of purposes 2 and 12 (which are almost exactly the same thing). It seems as though this list was written to give some extra credence to more development. purpose 14 is too vague. this leaves us with purposes 1,2,3,11 and 13 as actually useful goals</p>	cottonwood heights	04/24/2015
	<p>I think that a solution is needed to make transportation between SLC and Park City as this is a major highway. Decreasing congestion here could improve business transportation that frequents this roadway. I disagree with the proposed transit solutions for Little/Big Cottonwood. I think that the great thing about the current transit situation is that it limits the number of people that can be in the canyon at any one time. Increased accessibility via mass transit is going to increase the amount of people in the canyon. This may yield economic benefits but these benefits are outweighed by the loss of the outdoor experience. The crowds of people that transit could potentially cause are currently limited by the flow of traffic, and the availability of parking. I frequent the Cottonwood Canyons during both the winter and summer and have had to return home because there is no parking, this wouldn't happen if I could take a train up the canyon. Therefore the numbers would increase, and the outdoor experience would become like the Snowbird lift lines on a powder day. For any that have experienced this there is a reason people say "No friends on a powder day."</p>	Cottonwood Heights	03/13/2015

I would support a train up Parleys because I believe tourists coming into SLC Airport would be more likely to utilize it and then would be able to take advantage of Park City's easy transportation.	Cottonwood Heights	04/29/2015
I strongly oppose putting a light rail up Little Cottonwood Canyon and tunnels to connect the canyons. I also oppose any ski interlink between the resorts as proposed by One Wasatch. Transportation development should have a minimal impact on the environment, which these would not. I support using increased bus service for summer access to the canyons.	Cottonwood Heights	03/29/2015
I'm in favor of restricted access to ensure protection. I'll gladly pay a user fee if it will help block future expansion of transportation into the backcountry. Leave it as it is and limit the number of people in and out is the only way to truly protect it.	Cottonwood Heights	02/04/2015
Increased bus service in mixed traffic does meet most of your corridor purposes. More frequent Buses is the best and cheapest. Your corridor purposes are written to get your pre-determined desire for a Train.	Cottonwood Heights	05/01/2015
Intended outcomes stated are very laudable.	Cottonwood Heights	03/22/2015
It really depends on how these alternatives are implemented. There are not yet enough details about each alternative. If all major population centers can be connected by LRT's and express buses that are efficient, with well placed park and ride's, then alternative A would seemingly meet the regional transportation needs. It depends on how this is received by the public. They must buy in to make it work. Don't try to minimize personal automobile use by imposing fees; that will not affect much of the financially well to do population of mountain and canyon users. Perhaps limit the number of vehicles allowed to be in and travel the canyon each day. This is a very expensive project that someone is going to have to pay for. All citizens would benefit from these improvements in ways that are difficult to measure financially, and should therefore contribute something, but big business will be the real benefactor in a monetary sense and should therefore be the primary "investor".	cottonwood heights	03/13/2015
Just need to keep moving forward to learn consequences of each proposed action, (or potential consequences) At some point there will be an increased need to connect the value of the needed resources to competing needs (i.e. why recreation vs education, how does transportation affect future water needs and rights, etc.)	Cottonwood Heights	04/29/2015
More buses in the same roadway. No more Lanes or Trains.	cottonwood heights	04/29/2015
More detail is needed. The referenced transportation document is poorly edited, and hard to read. Images are not rotated and very pixelated.	Cottonwood Heights	02/04/2015
My only opinion is one of further transparency. It seems ridiculous. That not one "meeting" has been scheduled at Brighton high school and another at Alta high school. Why the subject is being investigated for opinions in SLC and not areas involved, suggests a lack of transparency and deceit. My neighbors are already starting petitions.	Cottonwood heights	03/17/2015
Need to understand better visualize the proposed impact of light rail, including 3D images of current state versus proposed state	Cottonwood Heights	03/15/2015
No extra lanes and no train/tunnels. Buses only.	Cottonwood Heights	03/19/2015
No light rail, no bus rapid transit if it involves building a bus lane, no aerial transportation (will destroy the back-country forest land). The ski areas in both Little & Big Cottonwood Canyons should provide charter buses to it's employees, that would help with parking and traffic in the canyons.	Cottonwood Heights	03/16/2015
No tunnels.	Cottonwood Heights	05/01/2015
Option D for LCC/BCC is the only acceptable option in my opinion. Improve the resources we have and don't add roads or tunnels. Tunnels in BCC/LCC are absolutely unacceptable - a disastrous and terrible way to destroy our mountains. To drill a tunnel through the mountain to link the resorts would be a travesty, even if it goes by the euphemism of offering an "evacuation route". Wilderness is beautiful because it is natural and unmitigated. That risk (avalanches, snow storms, etc.) is an essential part of the experience, and when you venture into the wilderness you have to accept it. Let LCC and BCC be that wild and untamed experience. Trains, dedicated bus lanes, and overland lifts or gondolas are ridiculous wastes of money and environmental disasters. Improve the utilization and service we have by changing public opinion about using mass transit and offering incentives and disincentives for driving cars. And accept the fact that this is a limited resource, to be protected as a wild and precious finite treasure, not to be overrun by hordes of irresponsible and disrespectful people. Improving transportation to bring more people to the area is a narrow economic focus that sacrifices environment for money.	Cottonwood Heights	03/06/2015
See above.	Cottonwood Heights	03/09/2015
The accord should definitely be put on public transport to the Cottonwood Canyon resorts.	Cottonwood Heights	02/06/2015
The bus needs to run more often. People need to be encouraged to ride the bus. Charge a lot for parking and a discount on passes if they ride the bus up to the Resorts.	cottonwood heights	04/29/2015
The gondola or ski-lift needs taken off the table immediately. I will not support any further movement on this proposal if it is still on the table in the next round. The ski resorts need to be financed in a way that locals can afford them (think along the fee levels associated with Millcreek, but with access to both canyons). Pricing by family rather than individual. The Park City Connection up Parleys. Yes, something needs to be done and public funding is acceptable. Anything with a trailer needs to be forced into one lane on the far right side, separated by barriers. Much of the non-tunnel cost of the light rail lines needs to be paid for by an increase in the gas tax. This mode of transit needs to be competitive with a car for a family of four or it will go unused. If it is only for tourists then it will be a black eye on the region.	Cottonwood Heights	03/02/2015
The idea of a train or fixed guideway up LCC is appealing (and cool, frankly), but has issues. It would seem to require that backcountry users pay the (presumed) automobile entry/parking fees, which is mildly discriminatory, unless stops were put in at places like White Pine and popular climbing areas. A tunnel through Grizzly, while a cool idea, also raises questions. Ecologically I'm sure there are issues that the EIS will take into account, but I'd also like to see the price for construction and use. It would certainly increase connectivity, but I don't see how tunneling would reduce congestion any more than one train that runs up LCC and one that runs up BCC.	Cottonwood Heights	02/12/2015
The ideas put forth are good ones, the cost is the underlying question and where does the funding come from.	Cottonwood Heights	03/12/2015
The items outlined under "corridor purposes" are specific and understandable.	Cottonwood Heights	03/06/2015
The need is for the Ski Resorts to require, all but the most critical upper management to ride the Bus! Why is this discussion even taking place while so many of them are still driving?	cottonwood heights	04/29/2015
The proposed blueprint states that it seeks to "preserve the legacy of the Central Wasatch" and then proceeds to "modernize" the area to death to principally serve the tourist population at the expense of the local experience. As a professional in transportation planning and traffic modeling, I know that traffic models are only able to forecast how locals (NOT TOURISTS) move in the system. Yet the primary user base of connections between the Cottonwood Canyons and Summit County would be tourists. I have yet to see convincing evidence that cross-canyon traffic significantly contributes to traffic in individual canyons. These seem to be HUGELY expensive infrastructure projects (tunnels, trains) to only serve the convenience of winter tourists tourists while saddling the local economy with the cost amidst an increasingly uncertain future regarding winter precipitation, investing in dramatic, invasive infrastructure that primarily gets used for 4-5 months of the year seems incredibly short-sighted. Less invasive options, such as improving Guardsmans Pass to provide a transit-only connection in the wintertime could be a wise investment and have been prematurely dropped from consideration. I remain skeptical of the demand and contribution that cross-canyon traffic generates. It is worth mentioning that up-down canyon transit access and parking pricing are such a key part of this plan is a wise step. That was the only aspect of the plan that prevented me from marking "very poorly."	Cottonwood Heights	02/05/2015
The solution is cheap and easy to start. More Buses, more often during the Ski season. Charge a lot of money for parking at the Resorts during Ski season.	cottonwood heights	04/29/2015
The uta bus system does not work very well as it is. It would need a lot of change.	Cottonwood Heights	04/30/2015
This like many of the questions are designed to guide the conversation to your desire for a Train or more lanes up Little Cottonwood Canyon. Traffic in LCC is only a problem for a few hours 12 times a year, less than that this year.	Cottonwood Heights	03/16/2015
Tunnels are not good it will release more pollutants into the water. Trams are not OK. Stop with this idea. (Wasatch one -Ski Link whatever you want to go with) Trams are for Europe. We are not Europe!! Transparency. It seems to be that the plan has been drawn up in this state of Utah. It seem this way from the beginning and all mountain accord is doing is letting the people down slowly. Look at what the church did to a beautiful area around the gate buttress. Look at the vote in the state there s no realization what the people really want. Money always wins. Is this what Utah wants? Not if they know the truth, not just about money!	Cottonwood Heights	03/12/2015
We don't need more roads. We need viable mass transit. Trains and tunnels would be the best, albeit not the cheapest. The backcountry land would remain intact, and transportation would be solved. And if it eventually connects to the East side of the Range toward Heber, the mountains local population could now chose to live in a way cheaper community and help spread the population growth of the SLC Valley.	Cottonwood Heights	04/29/2015
What's required in ALL canyons is a separated, future-forward engineered, weather-protected right of way for mass transportation up and down both canyons—not a permanent "solution" that would be removed or completely re-engineered at huge cost in 30 years. The "5-15 year" solution should be BRT, with an eye to replacing that solution within the protected ROW as more efficient technologies evolve. But the long term solution needs to also take into account how quickly technologies are evolving, and leave room for future improvements. Whatever is in that protected ROW should not utilize in any way interfere or utilize the existing inadequate road base.	Cottonwood Heights	03/03/2015
WINTER WEATHER SHOULD BE ACCEPTED AS A RISK OF BUSINESS IN THE CANYONS AND SHOULD NOT BE INCLUDED AS A PURPOSE TO CONTROL, ESPECIALLY IF THE SKI RESORTS ARE NOT WILLING TO ACCEPT ALL FINANCIAL RESPONSIBILITY FOR THE TRANSPORTATION SOLUTIONS. IT IS NOT NECESSARY TO HAVE OTHER EXITS TO THE CANYONS, LODGE INTERLOCK DAYS ARE FEW PER SEASON AND NONEXISTENT MANY YEARS-IT IS PART OF OUR CANYONS' CHARM AND THE SOLUTIONS ARE OUTRAGEOUSLY EXPENSIVE FOR A SMALL INCONVENIENCE.	Cottonwood Heights	03/12/2015
would need more details	Cottonwood Heights	03/09/2015
Year round bus service is the most efficient and best way to reduce transportation problems in the Cottonwood Canyons. Buses should be free and subsidized via fees on autos. Improved bus service is a better alternative than trains. Tunnels, although good on paper, are probably not cost effective.	Cottonwood Heights	05/01/2015
Yes Little Cottonwood has the largest amount of congestion - but year-round bus service in both Little Cottonwood and Big Cottonwood seems like a no brainer. I don't understand why light rail wouldn't be considered as a viable option between the airport and Park City. It seems like rather than use the University Line - It would be better to create a new line without its issue.	Cottonwood Heights	02/06/2015
You've lumped useful ideas, like train service up BCC and LCC, with unrealistic ideas such as the tunnels to connect the Wasatch Front and back	Cottonwood Heights	02/27/2015
The type of mass transit in this plan is of concern as it is not defined as to what form that would take, which I'm sure it will as time goes on however connecting the ski resorts can only benefit the economy as a whole. The option to drive a personal vehicle up the canyons must always remain open year round it can't be like Zion's National Park where you must take a bus during peak times.	Cottonwood Heights	02/12/2015
I disagree that there is a critical need to have more people access our watershed. I believe that we have a stewardship to future generations to protect clean air and water. We can grow our economy in other ways and attract tourists to sites that are not critical to our life-sustaining resources.	Cottonwood Heights City	02/20/2015
On any "new snow" day the current transportation corridors are backed up for miles. Hordes of people are on the canyon roads and the roads that lead to the canyons inching their way. If canyon use were limited with a presale of lift tickets or some other regulation, problems with transportation could be resolved.	Cottonwood Heights City	04/21/2015
Don't hurt the rock climbing boulders or cliffs, please.	Cottonwood Heights, Utah	05/01/2015
Light rail up the canyons, without a connection to Park City, would be my strong preference. Bigger roads are not a good solution.	Cottonwood Heights, Utah	03/05/2015
The hidden tracks proposal to place tracks on the south side of Little Cottonwood Creek, thereby displacing the trail used by valley residents to enjoy the mountains and not just the ski resorts extinguishes my access to a mountain experience. I am opposed to this alternative. Therefore, if one of the goals is to maintain the mountain canyon experience for hikers, nature lovers, and climbers, then the proposed blueprint is a failure and deception.	Cottonwood Heights, Utah	03/15/2015
The accord excluded limitations to access. Further loading of these areas is not in communication with the proposals listed in the Accord. Example: Currently, parking is the limitation that enforces access. Eliminating congestion via passes this restriction already in place. Over flow at trail heads should already be eliminated, not enhanced.	Cottonwood heights	02/05/2015
I think light rail links would be much better than buses and cleaner with less environmental impact	Deer Valley part of year, Otherwise London	02/05/2015
A train from SLC to Park City is a better use of transit (and less environmentally dangerous) than one through the Cottonwood Canyons.	Denver	03/03/2015
As a tax paying snowboarder, I find any expansion of Alta extremely offensive. How dare you try to even further limit accessibility in the Wasatch. This plan is a direct attack on snowboarders and shows the extent that discrimination is accepted in Utah.	Don't worry about it	04/30/2015
I love the light rail up Little Cottonwood to Park City	Draper	02/05/2015
I would love to see large park n rides at the bottom of the cottonwood canyons with increased bus service, more stops at trailheads, and avalanche bridges.	Draper	02/04/2015

	Stewardship of our Watershed Health and Recreation Resources vs Killing the Goose that laid the Golden Egg. Elements of the Wasatch Accord "proposed blueprint" are very good, but some of the options still under consideration represent significant short sighted folly, in my view. The Express bus service to Park City is a very good decision. Use of NG and low emissions buses would make it even better. Relative to access into Little Cottonwood or Big Cottonwood, managed access with preference and significant incentive for express bus (low emission) into the canyons makes great sense. Several options on the transportation table will almost certainly exceed the carrying capacity of a healthy watershed, resulting in degradation of the mountain recreation experience and healthy watershed. While the Wasatch Accord and blueprint study notes the trips to the Wasatch are nearly 2x that of Zion NP and population pressure is expected to increase many times over in the future, all but one of the transit alternatives are based on the premiss that added transportation of more people is better. Quite the contrary. Look at the heralded successful approach of Zion. Leadership and stewardship of the Wasatch would emulate that successful approach of managed access to retain the recreation experience and health of the ecosystem. Notably, Zion does not have the same pristine drinking water supply water quality resource to protect, yet the value of a reliable and high quality water supply in the Wasatch will increase dramatically to supply the growth in the region. The only sustainable transportation options are those which recognize and honor the healthy population carrying capacity of the mountain watershed, both in terms of vehicles coming up the canyon, but also in the safe number of people who can and should be "extracting" recreational resource value from the area. Do we want an experience that boasts 80,000 persons on the mountain a day with respective "footprint" of deleterious impact on the recreation and local environment, or a healthy experience which boasts a quality recreation and quality watershed health? The transportation decision we make will dictate the protection or decimation of our resource, and respective value we receive in return. What is the healthy carrying capacity, and what is the transportation management scheme which assures that? That is the question and strategy we should follow.		
	The proposal relieves economic congestion to the Park City area, in exchange for land protections surrounding the Park City area. It does not benefit those that love big and little cottonwood recreation areas - the majority of the patrons. Instead, it creates a transit system that will draw more destination tourists from the park city area into big and little cottonwood recreation areas, and also vagrant traffic on public transit from the valleys. This does not benefit those who truly love, use, and appreciate the local resource. The protections offered in exchange are vague and unsubstantial. Increased use, and increased marketing will only bring more people and commercial traffic to the area, damaging the environment. When rapid growth is a concern, why do we push to grow it faster? Jobs created will be low wage, resort jobs, developers will benefit wildly with large property/business owners, while local, Salt Lake Valley people stand little to gain.	draper	02/15/2015
	Tunnels are the way to go. Maybe there's some federal money to help with this job-creating project.	Draper	03/06/2015
	We need designate best parking as carpooling lots in upper LCC and BCC and possible pay to park for solo drivers. Need more park and rides near mouths of LCC and BCC and more and better bus service and no billion dollar trains and the accompanying view and watershed impacts. All season passes should include ski bus pass access.	Draper	02/10/2015
	Over the long term, more rail and less bus would be desirable, if expected usage justifies the cost.	Draper, Utah	04/05/2015
	The plan does not address pedestrian and cycling needs. Will the PRATT trail connect Parley's Canyon to the Trax line along I-15? Will there be additional trails that run through Holladay, Murray, and Sandy that connect I-15/Trax/FrontRunner for walkers and cyclists?	East Millcreek	02/05/2015
	Would like to see shuttle in millcreek canyon and year round bus access in cottonwoods	East millcreek	05/02/2015
	It's time to take a step into the future with a transit approach that takes cars and buses off the roads and provides mass consumer access to the resorts without detracting from the natural beauty of our canyons. Trains are the answer.	East Millcreek Township	02/05/2015
	Again cost should be a major factor in this discussion. The difference between a BRT lane up I 80 and a new high speed rail is probably huge NOT showing what those estimated costs are today (we have built both here in UTAH recently) is telling me that someone may have an agenda... Please show what is would cost per mile to construct a BRT lane from SLC to PC Please show what is would cost to build a high speed rail line from SLC to PC Please show what the cost of tunnel construction and maintenance would be (show the cost of re-imburement for water that gets re-directed) Also show the cost of Gondolas per mile. Transportation planners are finding cost per mile as well as the smooth and continuous transport of people in gondola cabins is a good investment. Yes they are susceptible to wind and weather there will always be the need for good unbiased cost/benefit analysis.	eeefrum	02/05/2015
	Jason Hammond I would like to see an underground rail system going up Little Cottonwood Canyon that connects Alta, Snowbird and Big Cottonwood resorts and continues over to Park City. This system would cost more but the long term benefits and savings would be worth it. People need to understand that not just skiers will benefit, but essentially everyone who wants to visit these areas for whatever reason year round would have this option. If we made the underground system big enough and fast enough, people would also use it for work commuting between SLC and Park City. This could eliminate the future need for a rail system up I-80. An underground train would relieve auto traffic and pollution, remove the need for snow removal, eliminate being stranded up the canyons due to roads closed/avalanche etc, create faster arrival times than autos, negates parking issues, and minimal impact on the environment because we can bury the system and replant over the underground rail line. People from Ogden to Provo could take light rail from their home cities to the underground train up Little Cottonwood canyon year round to resorts, cities and shopping in Big and Little Cottonwoods and on to Park City.	Farmington	02/26/2015
	A realistic, more economically feasible solution for Little Cottonwood Canyon needs to be implemented. Connecting canyons via tunnels is unnecessary and very expensive. The exact same statement can be made for the construction of a light rail. Utilizing natural gas powered buses that can respond to the demand is a much more environmentally and economically responsible.	Granite	02/12/2015
	Increasing bus service in mixed traffic up Little Cottonwood Canyon fails to meet corridor purposes? Really? 1) Large scale development is against Best Management Practices of a Watershed. 2) Buses already provide competitive transit service 3) Avalanche related risks and delays "will continue to be a challenge" (e.g. Executive Summary) 4) Evacuation options don't include buses but they have these new flying buses that are called helicopters. 5) Buses would reduce auto use and congestion in Little Cottonwood Canyon 6) Air quality is poor because of individual vehicle traffic, buses would help alleviate this. 7) Buses would reduce parking impacts overall. 8) Land use goals are pertinent only to the interests of resorts that don't want to build a parking structure. 9) Improving "traveler experiences" would be affected by buses because they have larger windows and you don't have to focus on driving. 10) Access for pedestrians and bicyclists would improve with the addition of a small-short bus stop at the top of the Little Cottonwood Trail. There is already a large parking area across the river from an abandoned pavilion that could easily be converted for pedestrian and bicyclist access. 11) Travel reliability during inclement weather will continue to be a challenge no matter what you do and this point is misleading and should be omitted. 12) Buses already provide competitive transit service. This point should be omitted as it is largely addressed in point #2. 13) Discouraging one person per vehicle use would protect and/or enhance the natural resources of the canyons. 14) Most of what I see proposed by Mountain Accord demolishes and degrades the community of Wasatch Resort.	Granite	03/15/2015
	The only alternative that makes any sense is to plow Guardsman and make the road better. Still, why? That would increase problems with air quality. Air quality in the canyon is great as it is! Perfect! I go up there to get away from the air quality at the bottom of the canyon. Who was the bright person who thinks we need to fix an invisible air quality problem in the canyons? Sounds like the same person who works for Monsanto who thinks we have to genetically modify corn so we can feed the world.	Granite	02/04/2015
	Again...no tunnels!	Granite, Utah	04/30/2015
	Creating tunnels is NOT the solution!! We need to incentivize people to use the already existing transit, ie if you ride the bus to ski you get X off your ticket/pass...or offering a lane that is so fast so if we drive we can see the obvious benefit to taking the bus. A tunnel to Park City is not cost or environmentally effective...why not work to create a routine all day bus system up/down Parley's that would not only serve skiers but also people that work in PC/SLC. Bottom line, unfortunately, we are a very "ME" focused society, so we need to find a way to convince people that using public transit is beneficial to "ME", ie. I can do work and respond to txt and email on my way to ski and take care of business so my ski day can be that much longer, and I don't risk being a distracted driver!	Heber	05/01/2015
	I believe you have shown transportation alternatives using a tunnel between the front and back Wasatch to be limited to rail or bus. I strongly support a limited purpose tunnel as opposed to a tunnel for private autos and trucks. I also think (if not included) that an elevated light rail going over Highway I-80 from the base of the Wasatch mountains on the west to Quins Junction should be considered.	Heber City	02/10/2015
	More buses that are low emission vehicles, no cars with single drivers and tolls for non-hybrid, non-electric carpool vehicles.	Heber City	04/09/2015
	Reducing automobile is the primary goal which in turn has a positive effect on all "purposes". The greatest challenge will be changing the habits of Americans who prefer the convenience of driving over a mass transit way of life. The goal has to be reduced automobile traffic - not a means to expand the resort footprint.	Heber City	03/26/2015
	I like the light rail transit, bus rapid transit, aerial transportation and the transportation alternatives that dissuade automobile use. I agree with the express bus and the express bus with HOV from the airport to Park City. I vote for the light rail transit or the bus rapid transit for the Summit County Connectors.	Herriman	04/30/2015
	Use your feet or ride a horse especially if your not from here	Herriman	02/10/2015
	I think the plans need to recognize that the canyons are used in three distinct ways: 1--Summer. Fewer visitors doing many different things. Parking lots are often full. People are going to many various locations. Traffic is not a major problem (now) but access points are generally insufficient. Note full lots at most hiking trails, notably those in the Albion Basin. 2--Winter, typical day. Current transportation and access seems to be working well. 3--Winter, holiday and weekend. This is the current problem. Too much traffic and environmental impact. However, this reality is only a few days a year.	Herriman, UT	03/11/2015
	Guardsman's pass already connects BCC to park city, why not just pave the dirt sections and plow it in the winter and only allow busses to connect people along guardsman's pass? A train is just flat out excessive and would be way too disruptive to the mountain environment. I think a better idea would be to have something similar to what they do at Zion's national park, where you park and take the bus to where you want to go and no cars are allowed. You could have a big parking garage where the current park and ride is at the base of BCC and have busses that go up both canyons all day and restrict all cars, or add a significant fee to drive a car up like \$30 or something.	Highland	04/16/2015
	no trains...we have enough skilifts...no trams	Highland	04/16/2015
	The fastest growing area along the Wasatch Front is Utah County, and this is where a third of the Wasatch Front lives today. I would like to see more options for getting to the ski areas from Utah County. For instance, a single ski lift and parking lot near Tibble Fork Reservoir in American Fork Canyon to Mineral Basin/Snowbird may alleviate drive traffic up to LCC/BCC/PC by a third.	Highland	03/12/2015
	Try a shuttle service like they have in Zion National Park.	Highland	03/06/2015
	ALL TOO WELL TRAINS OR RAILCARS UP AND DOWN THE CANYONS. WOULD BE KINDA COOL. It seems rather European.	Holladay	03/26/2015
	Build the underground train tunnel first. The underground tunnel between Park City and Alta should be Priority One in the plan with Bus Rapid Transit solutions for the canyon passengers for the immediate future. The skiers are in Park City where the hotel and restaurant development is appropriate. If it only takes twenty minutes to travel the eight miles underground from Park City to Alta on a speedy light rail train in any weather, you could eat dinner on Main Street and sleep slopeside that night at Snowbird. What a great marketing tool for Utah skiing, and for our wildflower hikes and tram rides in the summer. Barely 5% of Utah residents ski. Fewer are going to ride a slow cog railway once an hour when they can drive in half that time. Let's spend the Billion dollars where it counts and make a ski resort link to rival Grindelwald, Switzerland.	Holladay	02/10/2015
	DO NOT connect the Wasatch to Park City by tunnel or light rail. It would ruin the Wasatch ski experience.	Holladay	04/28/2015
	Ensure that dogs and their owners have access to Millcreek Canyon!	Holladay	02/06/2015
	Extending TRAX up I-80 to Park City makes a lot of sense. The other options - the ones that seem to be at the top of the stack - not so much. Depending how they play out, they support either a Disneyized outdoor experience (not a plus), or the urbanization of the upper Wasatch.	Holladay	04/15/2015
	I agree with most of the listed purposes for the Cottonwood Canyons. However, I do not agree with purpose statement 3 (reduce avalanche risks or delays). I think that when there is a risk of avalanche, we should not be traveling in the canyons, and the cost of creating a transportation system that would not be subject to avalanche risk would be extremely expensive and damaging to the canyons. I do not agree with the listed purposes for the Summit County connectors. I think that if we improve access from the Airport to Park City, we would not need any of the improvements listed for the Summit County connectors.	Holladay	05/01/2015
	I am concerned about the idea of a train because of its permanency and undetermined effect it could have on watershed. Optimizing the bus system would be a better first step and there are so many examples that could be looked at throughout the United States and its national lands. Of course, parking at the base of each Canyon would most likely have to be expanded. Also: Charging a per-vehicle fee - either via a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system. Incentivize ridership by making the bus fee free or only a nominal price. No tunnel linking LCC and BCC.	Holladay	03/14/2015
	I can appreciate the options that are on the table, but data and evidence has not been provided that would leave me supporting a tunnels between canyons. It seems like a long term solution to a potentially short term problem (ie a disaster shutting down a canyon).	Holladay	05/01/2015
	I don't believe connecting the major resort canyons is necessary, although it appears that way in your list of purposes. Improving transportation up the canyons, especially big and little cottonwood will be absolutely necessary for the future, but an alternative that avoids building tunnels or gondolas between canyons is the only way to preserve the unique nature and beauty of the Wasatch. Some of the purposes listed may have to be sacrificed to accomplish this preservation.	Holladay	04/14/2015
	I like the parts about preserve the natural environment and improve the air quality. I don't like the idea of more busses competing with cars on the narrow and winding canyon roads.	Holladay	02/20/2015
	I personally like the tram/gondola transit suggestion! Less road traffic. More scenic. Parking Problem (like at PCMR parking lot) I think a parking garage, above or below ground would be a great solution to not having to cut thru more territory horizontally.	Holladay	02/10/2015

	I support reduced automobile usage and disincentives for automobiles, especially single person transport to recreation areas (one person, one car)	Holladay	04/16/2015
	I think that all of these options are worth exploring in order to come up with the best possible plan. Again, I don't know enough about the overall impacts and implications of each plan, but I like that there is thought being put into all of the options and what might be the best solution.	Holladay	04/29/2015
	I would agree that there is a transportation issue in little cottonwood. To dig tunnels or construct ski lifts (gondolas would just bring in more people and congestion to an other wise already congested ski resorts again diminishing the outdoor / mountain experience. The Canyons MUST remain "lead end canyons". At this point I would favor of a designated turbo bus lane, and a some what restricted private vehicle usage in the canyon. All resort employees and season pass holders ride for free etc. or some sort of incentive to bus ride or ride share some how. I would however be in favor of a rail line to Kimball junction and Heber then down provo canyon. I believe this would have a year round effect and help with day to day commuters. NO TUNNELS AND NO CANYON CONNECTIONS! did you here me? NO TUNNELS AND NO CANYON CONNECTIONS!	Holladay	03/11/2015
	I would like to see a more frequent bus system in Big and Little Cottonwood Canyons year around with stops at major trail heads. Parking should be limited at ski resorts and trail heads. Park cars at the park and rides and take buses up the canyons. I like the idea of mass transit service up Millcreek canyon. I do not want any more interconnects other than buses between ski areas and resorts.	Holladay	03/16/2015
	Increased public transportation to and from the airport would be helpful. Trams, gondolas, and drilling holes through the mountain to connect Park City with the Cottonwood Canyons are terrible ideas. Linking Park City to the Cottonwoods is going to have a serious adverse effect on Salt Lake County outdoor enthusiasts. My family used to love Snowbird and Alta. The skier experience at those resorts has become a nightmare and I will no longer take my parents, siblings, or children to those resorts in the winter. Even though the snow is much worse at Snowbasin, my friends in Davis County and north now refuse to come to the Cottonwoods because it is such an unenjoyable experience. Connecting Park City to the Cottonwood Canyons will strain the canyons' environmental resources and push the locals who really treasure those canyons out of them in favor of tourists and casual observers who have no incentive to protect and preserve the canyons.	Holladay	04/30/2015
	It's pretty clear that the skiing industry is driving this, as the issue of connectivity between Big and Little Cottonwood Canyons is mainly a winter time issue. Same goes for Park City to Big Cottonwood Canyon. Hence all funding for any solution should be via a ski ticket tax. Switching non-winter transportation to buses will solve your list of problems without costing that taxpayers. Those who want this should be willing to pay for it. Failure of this is grounds to kill Mountain Accord.	Holladay	03/04/2015
	Linking ski resorts should definitely not be a goal. Few skiers would take advantage of it and it would scar the back country.	Holladay	02/08/2015
	Rail is the only way to avoid gridlock in the cottonwood canyons and PC in the medium term. The roads are already ridiculously crowded a lot of the time.	Holladay	03/12/2015
	Seems like a HUGE monetary outlay to get light rail up there. either way, increased construction, increased impact as a result of the construction- this will have to be closely monitored and hazards mitigated. in the end- on a high snow day when little cottonwood canyon is most congested- how often will trains run- how many additional recreators will UTA get up there? one of my gripes with light rail now is the lack of peak use accessibility- i.e. downtown events, late night and early morning routes for employees of the airport, etc. these issues would have to be fixed for light rail in the mountains to be effective.	Holladay	02/04/2015
	Some of the items are completely useless to maintain the current feel of the canyons.	Holladay	03/16/2015
	The concept of putting a train up Little Cottonwood Canyon to solve the sometimes chronic car traffic issues should be considered separately from the concept of connecting Alta with Park City through a tunnel. Accepting bus rapid transit in a dedicated third lane along with snowsheds and highway realignment need not rule out an underground tunnel to the Backside. The underground tunnel solution tying the three communities of Alta and Brighton to Park City must be considered independently of the hill-climbing cog railway proposal. Transit solutions that do not require a central railway yard in Salt Lake Valley could function independently as a closed loop system, wholly underground, with daily maintenance performed at a service facility that is part of the terminus. The underground environment in a tunnel is at constant temperature, protected from the weather. This is nothing like outdoor highways and rail lines. A cog-rail train pulling a string of cars adequate for canyon travel is costly over-engineering in a tunnel. Furthermore, it can't provide prompt travel on demand that a queue of, say, driverless, programmed shuttles based on technological advances which might become reality within the next decade. An electric shuttle car system on a closed-loop track would be economically practical in a tunnel. Transportation choices must not be limited to transportation hardware manufactured for other legacy projects so that the discussion of the best transit modality for Little Cottonwood Canyon won't be influenced by the interconnect decision.	Holladay	02/24/2015
	The light rail tunnels seem absurd from little cottonwood to Park City.	Holladay	03/15/2015
	The real issue is this: the entire proposed transportation changes all make sense.... UNTIL we start thinking about combining the canyons and park city areas. THAT one proposal creates so much conflict and hypocrisy that I cannot even fathom why it is being proposed. It disturbs the natural balance that has always made the separate areas of big, little and park city special. Even with the areas being completely separate, it is still less than 1hr of driving time to get from one to the other maximum.... that is STILL faster than almost any other cluster of resorts in the United States!! So what's with the urge to push for this? Simple: economic gains for individuals and private entities (not necessarily tax payers) and a blind belief that connecting these areas will somehow enhance the user experience and cut down on environmental impact??? Huh? Blasting a tunnel or degrading a beautiful skyline with a gondola is going to satisfy this requirement? Nope. My resolution: Keep all resort areas separate, however, enhance the user experience getting to and from the resorts. Up the efficiency and safety levels. We have had UTA in Utah for years and NOBODY uses it. Making people pay more to drive their own vehicles is going to send the wrong message and only upset the locals. Instead of penalize people, INCENTIVISE people for choosing the option you would like to see happen.	Holladay	02/17/2015
	A train up Little Cottonwood to Park City!!! Probably the craziest thing I have ever heard of. Billions of dollars for little return. And yet you have taken the increased bus transportation OFF the table. Wow. I would think a number of large parking structures located in the SL valley feeding a viable bus system would serve the same purpose at a far less cost. When did we suddenly decide we need evacuation routes for the canyons anyway? Earthquake? hope the tunnels hold up.	Holladay, UT	03/13/2015
	Except for the canyon connections which are not necessary!	Holladay, Utah	03/03/2015
	All I saw was the tourists flying in and you trying to get them to Park City faster. Put a light rail up Parleys for all the poor folks who work in Park City and all those who live in PC to come down to work in SLCC. Allow only buses up the Cottonwood Cyns.	Ivins, UT	03/13/2015
	I'd hate to see a timid approach here, relying on buses and trams that could become the status quo for many, many years to come. Would hope the commission stays aggressive and looks into approaches that can carry large numbers of passengers with a low carbon/air quality footprint, without the need to transfer modalities (from bus to rail to tram).	Kamas	03/04/2015
	No road/rail/snow link from Sandy/Alta/Brighton to Park City. Utah does not need to copy the mistakes made in Europe. Rail to Park City, rail to Little/Big Cottonwood resort would be costly but in the end beneficial. Especially if protected from the avalanches/slide areas.	Kamas, Utah	04/27/2015
	I say neutral only because there are some questions not answered. I do like the idea of express buses from different locations in the valley. Some of the questions that are not answered by the Mountain Accord in regards to transportation and the proposed rail system, is how do people get on it? Where will people park? If it is not a good alternative, people simply will not use it. They are going to have to park somewhere and the current park and ride locations are not large enough to accommodate much more than they already do. I would like to see more buses before rails. Express buses that would leave even from 1-15 to the canyons with minimal stops (Perhaps on weekends and holidays - the highest user days of the resorts). I also think a tunnel is a bad idea-those cars would have to park somewhere and there already isn't enough, especially on weekends and holidays. I'd like to see more thought given to cheaper mass transit options that would not require parking, like the added benefit of not increasing the size of the roads, whereas a rail system certain would. Creating an avalanche reduction structure like a covered road through the slide paths would help reduce congestion on avalanche mitigation days and would reduce the need for artillery to be fired.	Kaysville	04/29/2015
	It would be best if rail was up Parley's Canyon as well as Big and Little Cottonwood. If they all link together that is great, if not, that is okay as well.	Keams	04/30/2015
	Express bus versus rail up i-80 is a mistake - while the bus could be faster, it does not have the ease of understanding nor the higher appeal that rail has, resulting in higher tourist usage of transit in areas with rail. Considering traffic as well, the time differences may not be as extreme as expected. The Cottonwoods connection to Park City is also concerning for economic reasons; tourists / residents of SLCC could just spend a day skiing the PC slopes, and then return home without any benefit in terms of tax or bed bases for PC.	Kimball Junction	04/29/2015
	I have not met many people who have the ability, let alone desire, to ski from Park City to Alta or Snowbird in the same day. Why are we planning for a market that doesn't exist? The dream of connecting resorts via alternative transportation methods is that of a poorly thought out long term environmental impact and is instead an unbalanced approach to meeting the economic needs on one group. Rather than looking at expanding transportation across recreational corridors, it would be more prudent to upgrade and provide alternatives within the existing footprint of the current infrastructure to meet the travel needs of the public. Develop and focus on option D!!!	Lahaina, HI	03/16/2015
	Eliminate existing roads, convert one or more to electric rail only.	Layton	02/06/2015
	No rail, ever!	Layton	04/12/2015
	The rail system up the canyons will be the answer for the future. However, we need to assure a high capacity system for the high demand in the future.	Layton	05/01/2015
	Mass transit needs to consider dispersed users, ESPECIALLY if fee usage is explored. Otherwise, I doubt people would be upset with increased bus capacity/affordable rates. Coming down LCC in the winter can take hours.	Layton, UT	03/30/2015
	All information provided so far is inadequate because numbers are not given. The public needs to know costs and environmental benefits and costs. There is no discussion of making Little Cottonwood Canyon a car free zone like Zermatt of Saas Fee. There is no mention of the railroad which used to serve Alta. The description of light rail does not include the fact that grades in a tunnel may exceed 4 % because there will be no snow, ice or water in the tunnel. The public is not given any information concerning the ridership thresholds necessary to make each system financially viable.	Lebanon,N.H.	03/07/2015
	Transportation is the key and needs to include some modest increase in capacity up/down the canyons during peak winter times. Big/Little Cottonwood need to be increased to three TOTAL lanes, use two up in the morning and one down then switch to two down in the afternoon with one up during the winter season. During the summer season use only one lane up and down and use the third lane for bikes and other non-motorized travel.	Lehi	04/30/2015
	We cannot leave the option open for both tunnels and aerial tramways. If the tunnels are approved then the option for above ground infrastructure should be eliminated.	Lindon	02/04/2015
	ski lifts are more efficient than 15 passenger vans and Escalades	Litchfield, Ct	03/04/2015
	NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON.	Logan	03/02/2015
	All you have for Little Cottonwood Canyon as to what meets your "criteria" is a train or a four lane highway. 94% of your transportation committee was in favor of more buses. Do that, simply more buses. As far as "critical transportation needs" your studies include 12 snow days and holidays. Besides most of the people driving up there will not pay an exorbitant cost to ride the train or major four lane bussing system. Snowbird has said that they will not limit the number of cars up LCC, and I know the Cummings are calling the shots so no you are not helping with traffic. You are just putting more cars up there.	Logan Utah	03/10/2015
	The answer is not to punch holes through mountains. Use existing travel corridors (parley's, Big & Little) for LRT routes. The concept that we litter the landscape with endless travel corridors for complete access to any where from anywhere is outright insane. It undermines the fundamental purposes listed and exposes it for the money making scheme this really is. So you cannot go from Brighton to Park City to Snowbird on a gondola or train in 45 minutes oh well. Take pride in preserving what you have for you children and their children. We have light rail to the airport across the salt lake valley. Enhance this infrastructure with canyon routes to all major resorts using existing travel corridors. Co locate rail with roadway. Use tunnels where it makes sense due to geographic constriction or avalanche slide path. Need some help look to Europe my friends. I know it is hard to consider the notion that someone might have already done this a time or two but hey amazing things happen all the time.	Logan, Utah	04/30/2015
	Being able to get up and down the canyons without a car or relying on the bus... excellent.	Marietta, GA	03/23/2015
	I am aware there is a real movement to pave Guardsman Pass all the way over and then keep it open year round. First I would like to voice a resounding no to that idea. Why? One reason is Utah's ski bedroom Park city would flood over the pass to BCC both summer and winter. BCC does not need that added pressure from non locals. Or those who call them selves locals. Next the added cost to maintain that area of roadway will far outweigh any benefit. The construction alone to make it " safe to drive " would be ridiculous. That is not even talking about the cost to do so or the time it may be closed due to construction. Who will it really benefit? Me you the long time local who knew it as a rocky unmaintained pass over the back-county to park city or Heber. I first drove it in 1965. I thought I had discovered Nirvana. How about the added auto pollution, stress on the water shed, traffic, wildlife, and the soon to be lack of access to those areas I used to savor because it was more difficult to get to and no one knew of them. I can think of several. Just take a look at the Scott's pass area off Guardsman's - years ago you could drive there if you had 4x4 and on over to desolation lake down to what is now the canyons or down to Mill-Creek-- that stopped but you could still walk/ hike it. What is now called the Crest used to be a haven for Sheep -Yuck. They are gone now and the watershed is better for it. But it has been invaded by another scourge... Mt bikes. This trail used to not even have a foot print on it until Mt biking got out of control. It is now totally destroyed. How many pass along this trail daily? My point is we cannot take it back !! Such will be the same for paving and opening Guardsman Pass year round. People- People- traffic- regulations and loss of wilderness. Stop it now. Just like One Wasatch, Ski-link, - and all of the other Money land grabbing Outsider Ideas that are coming along. Kenney Ken Gardner SLCC, Utah	Midval ,Utah	03/26/2015

	Light rail up little cottonwood canyon and tunnel connections are terrible ideas. The construction will damage the ecological system and also cause noise. It is the best to leave the canyon as is. I doubt the traffic will get any worse since it is limited by the capacity of the ski resort, number of available climbing routes, and hiking trails. People who love nature and enjoy the canyons don't want you to change anything. I don't like the idea of bringing more tourists here. Our economy is good enough for us to live happily. Why trying to make more money by sharing our resources with more and more tourists?	Midvale	05/02/2015
	no ridge line trams for transportation, this is an eye sore for our beautiful mountains and a danger to migrating raptors, etc. I like the idea of rain transit through the canyons to reduce automobile traffic but ONLY as long as it can be done with little impact to the environment and safe for wildlife (any possibility of running that train up the canyon underground, maybe directly under the existing roadway?? This would cost more for sure, but would be safer for people and wildlife, cause less damage in the canyons themselves, and would be a solution without the canyons visually looking any different with the train running under the road that is already there.	Midvale	02/15/2015
	Tunnels, bus service, user Fees -- Get real --	Midvale UT	04/09/2015
	Trains: extremely expensive per passenger mile. Train from SLC airport up Parleys to Park City; would visitors use this? If Park City makes it so uncomfortable to have a car in town maybe tourists and locals would use a train or rapid bus system and then the local Park City free bus system. Park City should expand the bus service out to Route 40 at Quinn's to take some of the Kamas, Heber and Provo traffic off the PC roads. I live in Midway and would use a regularly scheduled bus from Quinn's Junction especially during Sundance and for summer events. Make the third lane of SR 248 for buses only coming into town in the morning and going out in the afternoon. The continued growth in Wasatch County will increase traffic into Park City and should not be ignored. Interconnect between Park City and Cottonwood ski resorts: This may only increase traffic up the Cottonwoods. While it would be a great tourist draw it may produce an even bigger traffic nightmare. The ability to ski more than one area in a day is important for some skiers. Interconnect: any above ground interconnect such as an aerial tram or gondola should be done with as little impact on the back country as possible. A tunnel interconnect would be the best way except it would be cost prohibitive. Can't see 2 ski areas being able to come up with those funds. It should not be a public project.	Midway	05/01/2015
	CLOSE BIG & LITTLE COTTONWOOD TO CARS IN WINTER!!! The canyon traffic is outrageous, unnecessary and really contributes to air pollution in the valley. There is no reason to have cars up the canyon in the winter. None. Zip. Nada. Eventually build a light rail system up Big & Little with a separate bike lane. Not sure I fully understand why Big is being shut out of the Light Rail system concept. Until those Canyons are closed to cars in winter this will be a meaningless make work plan. GONDOLAS SEEM TO BE THE ONLY AND LOW CAPACITY.	Midway & Park City, UT	02/24/2015
	I like the idea of the light rail system. However, I mainly use the canyons in the summer, when ski bus service is suspended. In the summer I would use a bus system to get up/down BCC or LCC if it would drop me off and pick me up anywhere along the canyon - So I can get to the trailhead of my choice.	Millcreek	04/26/2015
	I like the lite rail idea.	Millcreek	02/24/2015
	See comments above re: Millcreek, Holladay and CH.	Millcreek	04/10/2015
	The scenario is generally good in terms of the transportation purposes or needs, but poor in terms of proposed alternatives. I do not support the intent of Purpose #9, and question why it is included. Why does a transportation system need to be a "unique, attractive traveler experience" as stated? One of the problems the Blueprint is attempting to deal with is heavy usage within the Cottonwood canyons area, so why make an attraction out of the transportation system? The "attraction" should be the Canyons and mountains - the transportation system should be a means to get there, not an attraction in and of itself.	Millcreek	04/26/2015
	The shuttles will see little use if schedules are not convenient. A train may keep a more reliable schedule with less manpower	millcreek	02/05/2015
	Again, not supportive of connecting Park City and Canyons with tunnels and trams. Understand that we need to improve public transportation in the valley in general but currently it is very difficult to get around on public transportation if you don't fit the perfect 9-5 commute. It is unfortunate the our city is already designed to have us sprawled all over the valley with very few businesses in walking distance to where we live.	Millcreek Township	05/01/2015
	As one who drives up the canyon midweek and weekly (I have used the bus, but personal situation does not allow for that at this time), the road up LCC is deserted, BCC as well on a huge majority of days until it snows significantly (at least a foot). The bus capacity is so minimal. Why aren't there more buses and better buses that could be used on peak days? Weather reporting is good enough to anticipate this. The reason for lack of bus use is primarily the lack of capacity and convenience. The number of hikers is minimal. I found it interesting that in one graph, Peak flow down the canyon at the end of the day is greater than the peak that occurs earlier. Seems like these data could be utilized by UTA. People dribble in, but lifts close and we all have to go home at the same time. I know that there is an initiative to start accessing the tunnel proposal, i.e., consultants are being lined up to look at hydrology, etc. I asked why we aren't seriously looking at the road for BRT and proposals there? Things stated are too general and seem to more contingent upon what reports and those interested in that kind of economic development want. Hard to weigh in here with those kind of contingencies when we all want to do regarding Grizzly Gulch. There seems to be a disconnect between environmental goals, transportation, economic. It's more what stakeholders want, we throw into a pile, but meanwhile were making decisions and moving forward. So, the blueprint is the process. That is probably what is so confusing and frustrating.	Millcreek township	04/30/2015
	It will need to be priced in such a way that people will use it. And very convenient. It may even need to be like Zions eventually and be mandatory.	Millcreek Township	04/09/2015
	Move aerial transit to the "Alternatives Proposed to Drop from Further Consideration" section. An aerial transit system fails to meet goals 8, 9, 13 and 14. Quality recreation experiences are totally extinguished by the presence of transit structures and roads to serve them in the mountains. Parley's Canyon would be better served by a complete, paved trail system connecting Emigration Canyon to Summit Park. Propose user fees equal to transit (bus or shuttle) fees in the Cottonwood Canyons to encourage transit use.	Millcreek Township	05/01/2015
	The proposed transportation solutions are ideal. Implementing them in a cost-effective manner will be the largest challenge. Barring the implementation of mass transit in each of the identified corridors, a ski lift connection as envisioned in One Wasatch will be a better alternative than inaction, and Mountain Accord should avoid actions that will block One Wasatch until and unless it is clear that the transit alternatives will be built.	Millcreek, UT	03/14/2015
	I am ok with rail up and down LCW or BCW. Completely against any rail or aerial transportation to LCW or BCW. There is no need to tunnel- come on.	murray	05/02/2015
	I love the idea of public transportation up the canyons. I visit little cottonwood canyon often in the summer and it is usually packed with cars at all the main trail heads. It's a hassle trying to enjoy what you want to do recreationally, and puts a strain on the environment as well. The suggested fare to enter the cottonwood canyons I feel is a good idea, especially if a lower fare or no fare were attached to those riding public transportation up the canyon, to encourage people to take that option.	Murray	04/26/2015
	I think that a train going up to Park City would be an amazing addition. If it were to function year round, a huge number of mountain bikers that would benefit from it. As I mentioned in my previous comments, I do not think that there should be land taken away from backcountry recreationists to put a tram connecting BCC/LCC to PC. I do not feel that making this connection is beneficial, but more detrimental. Part of what make Park City, Alta, and Brighton so great is that they are small, secluded, and have a character all their own. Once you start connecting them, they will lose the feel that makes them what they are. I agree with improving the transportation going up the individual canyons, but I do NOT agree with connecting them. I think any of the options for improved transit going solely up LCC and BCC (which end at the top of the canyon where they are now) are good. I just do not think that they should continue to connect to the PC area.	Murray	04/05/2015
	It seems that too much traffic will go through cottonwood canyon and buses are not running on natural fuels or electricity... The emissions on those are pretty nasty. Now I know that UTA has already acquired a few electric buses and maybe those could be designated to drive through these areas. I would feel this to be more acceptable.	Murray	04/20/2015
	Mountain recreation is very important to me and is one of the primary reasons I make Salt Lake City my home. The automobile congestion in all of the canyons is reaching, and on many days does reach, maximum capacity. A focus on environmentally friendly transit is incredibly important to maintain the beauty and accessibility of our canyons. A train or gondola or light rail or some type of transportation rather than a bus or car solution must happen for us to sustain the pressure on our canyons. Not only for locals, but transit will also help boost tourism and the economy. I have many friends that live in Denver that complain about what a nightmare it is to get to the mountain recreation due to continuously packed roads. Many of them even fly here for the day because it takes less time to get to a resort here on a plane than trying to drive to Vail. Let's not become Denver. Thanks for trying to come up with a solution now rather than waiting for a breaking point.	Murray	04/29/2015
	Option D with BRT and no tunnels would have the most benefit and the most flexibility, the least expensive and most importantly protects the watershed!	Murray	02/09/2015
	We need to know what alternatives are being considered, this document is a bunch of vague ideas without a plan. Really poorly written and general; what are we considering DOING to make transportation better while accommodating residents? What are we doing to MEASURE what is there NOW so we will know what to do with it? Numbers have their uses and all I see here are general statements of high-blown ideals, when we need DATA to determine what needs to be protected and how to do it while development occurs.	Murray	04/25/2015
	You are considering a lot of things. Good luck! I mean that.	Murray	03/12/2015
	Have reservations re number 12. What does that mean?	Murray	03/05/2015
	Bikes (see above comment)	Murray, UT	05/01/2015
	If a main goal is to "Protect watershed health, water supply, and water quality", we shouldn't want to "Create unique, attractive "traveler experience" to increase tourist and resident visitation"	Murray, UT	04/30/2015
	Maximum conservation. There are no "critical transportation needs" in this situation. Even positing that term tends to favor the development side of this committee.	Murray, Utah	04/28/2015
	Transportation alternatives must be economically feasible. Expensive buses and rail can only run if they can be financed and have sufficient ridership to be viable	Murray, Utah 84107	04/30/2015
	Seems a waste of tax payers money.	New York	03/03/2015
	I would hate to see any further encroachments on wasatch back country, i.e. segmenting of open spaces with man-made structures. Even if it is a tunnel and especially not if it is an above ground structure. I believe it is OK and reasonable to expect that persons in Park City or Heber may have a less convenient means to access the cottonwoods.	North Salt Lake	04/30/2015
	tunnels seem like a good idea but way to expensive since the cost won't be born by skier only. Only if it is born by the resorts should it be considered. I also don't see the reason to connect park city with brighton in the winter any other way than lifts. This would be much better than a road in winter.	North Salt lake	04/29/2015
	Make a plan and go for it. This idea of every stake holder have a say is not and never will work. It never has and with money at stake the public will probably have little to no say.	Oakley	04/07/2015
	No trains. No discentives. Minimal tunnels. I believe it can be done with buses. Delays are a part of life.	Ogden	04/16/2015
	Repeated from above ... "Light rail transit(LRT)in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City." The foregoing is an encouraging quote from the study. The most "exclusive guideway" would be a master tunnel with Draper as the portal into the "front" with respective branches to access all ski areas and Park City proper. There is Global precedent for such tunneling. Such precedent has been expressed in its very early conceptualization by Master Geologist Leon Hansen ... deceased. There are many of us who believe that a "Super Tunnel" would remediate if not eliminate most environmental concerns and create a cornucopia of economic activity. The father of the Utah Tunnel concept is Leon Hansen. Leon was a Masters degree level geologist who had a lifelong working relationship with the Greater Park City Mining District of Utah. Leon has held senior positions with several large, international, mining enterprises. There exists a repository of proprietary data that confirms the existence of precious metals resources that equal or exceed what have already been recovered from the mining district prior to its closure. Mining was halted decades ago because the metals resources were impacted and impounded by water in the mines. Leon believed that the water in the mines is a resource even more precious than the remaining gold and silver reserves. If the waters are recovered, the metals can also again be recovered. Synopsis: The Utah Tunnel will be a tunnel like many other long, long tunnels. New York-85; Sweden-51, Japan-33; Moscow-25; Madrid-25; Finland-74; LOETSCHBERG-21; Chumek-31; Utah Tunnel-21 The Utah Tunnel would also be 21 miles long and most like the LOETSCHBERG tunnel. Loetschberg is the longest land tunnel (21 Miles) in the world. The Loetschberg tunnel took eight years to build and cost \$3.5 billion. The Loetschberg tunnel transports skiers to Swiss resorts more quickly. The Utah Tunnel would be a multipurpose/multi use resource. It will Convey...Water...Strategic minerals...Tourist transit to world class ski and recreational resorts...and other economic benefits to all of the citizens of Utah. The Utah Tunnel...can be done...during economically difficult times. The famous symbols of recovery in the West during the Depression included: Hoover Dam, Grand Coulee Dam, The San Francisco Bay Bridge and the Golden Gate Bridge. The Utah Tunnel will develop the following resources: Water...Multi-Millions of gallons from aquifers under and around the Uinta and Wasatch mountains recovered. Strategic minerals...\$0,000,000,000 (at thousands of dollars an ounce) of water locked, precious metals (gold, silver etc.) resources freed!!! Travel to ski and recreational areas...rapid, uncongested, and safe transit from the airport and other points to resort areas developed. Hydro and Geothermal power...other economic benefits... The tunnel from Draper to Park City will pass under three of Utah's most famous ski resorts. The plan is to connect those resorts with the tunnel thereby ensuring safe and rapid transportation from the Salt Lake International Airport to the resorts. It is our understanding that there is an existing railroad right of way from Draper to the Airport. Submitted respectfully by ... Wayne L. Wickizer Wayne L. Wickizer - Chairman Golden Lamp Regional Center, Inc. First National Bank Building 2nd Floor 480 East 400 South, Suite 201 Salt Lake City, UT 84111 United States chairman@goldenlamp.org Skype = wwickizer1 Website 801-528-3732 Home 801-326-4960 Cell 435-828-0496 Wayne LinkedIn = http://goo.gl/RgZ9vd Website = www.goldenlampregionalcenter.com	Ogden and Salt Lake City	05/01/2015
	do not want trains, trams or more ski lifts polluting the landscape in our mountains and do not support selling off public land to real estate developers	Orem	04/16/2015

	I don't believe #9-"Create unique, attractive "traveler experience to increase tourist and resident visitation" should be on the list. People visit to participate in outdoor activities (all seasons) or to simply enjoy what nature has provided us. I also feel that #1 and #13, protecting the watershed and the natural and scenic resources, should be the highest priorities. If we get those wrong the entire project is a failure.	Orem	03/15/2015
	I would rather not see multiple modes of transportation up the canyons, but if it has to happen, I just hope that the deer, elk, moose, etc. are kept in mind... they need ways to get across these roads or tracks with out a higher risk of getting hit.	Orem	03/04/2015
	Trains up and down the canyon and linking thru to Park city.	Orem	02/07/2015
	I like the ideas here for the most part considering we cannot stop the growth of Utah and the tourist industry. Options to discourage automobile usage is good, there should be incentives like free buses. I liked the trail maintenance, safety, and water conservation. I don't like connecting the 2 Cottonwood Canyons with any form of transit, but I could live with that. I cannot live with connecting Park City to the Cottonwoods that is a wrong idea through and through regardless of form of transit, train gondola, etc. say no to this proposal.	Orem Ut	04/23/2015
	There are only two routes in and out of PC. This creates natural bottle necks that need to be addressed to lower the traffic volume. See my comments above.	Park City	03/16/2015
	...however, I don't think a few of the goals meet the #1 goal on the list, which is protecting the watershed and natural environment. We should be making the Wasatch easily accessible in the winter, maybe not so much so in the summer. Adding a rail system and paving Guardsman Pass would effectively pump many more millions of people into the mountain range annually. Is this what we want?	Park City	02/24/2015
	A lot of the proposed transportation such as light rail, tunneling, etc. will be way to expensive and probably will not happen. Highway access to Park City from the Wasatch canyons will just make the traffic in the Park City area that much worse. Buses most likely make the most sense for transportation because of their economy and efficiency. Parking areas need to be increased in order for an increase in bus ridership.	Park City	03/15/2015
	additional roads are unacceptable. I haven't decided on tunnels yet - depends on the details.	Park City	04/30/2015
	Again I question the need to go to the Cottonwoods from Park City. I personally would love to see this but it makes it hard to digest. So for these reasons I mark "neutral" I personally would say well or very well otherwise. Anything we can do to increase air quality and reduce congestion.	Park City	02/25/2015
	Again you present false choices. We think that connecting the resorts would be good. Two to three lifts would do it. Two to three lifts!! how many acres are we talking in the Wasatch? Three lifts would spoil the experience. The majority of people came here for the skiing, we're a ski community. When you're 200 feet from a lift in the back country you don't even know it's there. There is plenty of land for all. Put affordable transit up the canyons not rail boondoggles that people will be paying for forever. Put a transit hub in SLC to take airport visitors to a central area and then run frequent busses up little and big and to a PC hub. Stop there and let the destinations solve their own problems. Again this could be done now!	Park City	04/29/2015
	An aerial tram from Sandy to PC does not help in the summer. We need to think about transportation that is not just for skiers but people going to and from work.	Park City	03/06/2015
	As I mentioned above, the ball is in our court to decide how tourists should be transported. Let's make it both cheaper and more fun to use sustainable modes of transportation.	Park City	04/30/2015
	As previously stated, I am absolutely opposed to any connection in any format between Little and/or Big Cottonwood Canyons and Park City, Summit County or the Wasatch Back. If Mountain Accord, Salt Lake City & County, Sandy City et al want to destroy your environment and way of living I will be sorry but not a part of this disaster. Leave us out of the operation. Period.	Park City	04/28/2015
	As stated above...	Park City	05/02/2015
	BRT along I80 corridor would be effective. The idea for a tunnel seems like a waste of resources. It would encourage, not discourage, vehicle traffic in Little Cottonwood. If traffic in the tunnel would be dumped out into Park City, where would that be? It would bring more cars to complicate the current traffic situation, not fewer.	Park City	05/01/2015
	Bus only in Little Cottonwood and multiple options up Parleys	Park City	05/01/2015
	Buses are not the answer, not enough flexibility and slow.	Park City	05/01/2015
	Cottonwood Canyons - good plan. I80 to Park City - we need light rail it's the best long term solution, also creates local jobs and most importantly reduces emissions Summit County Canyon - we need light rail.	Park City	04/30/2015
	Digging tunnels for transportation purposes through scenic mountains is absurd and environmentally destructive. It would change watershed and ruin scenic beauty forever. I personally don't understand the insatiable need to connect the resorts in the first place.	Park City	04/11/2015
	Do not build a rail tunnel from Cottonwood Canyons to Park City - too expensive, too many environmental risks (including water), and makes it a passageway instead of destinations.	Park City	04/30/2015
	Each corridor should be handled separately and not interconnect at all!!! No rail, no tunnels, no above ground connections between canyons.	Park City	02/05/2015
	Fact is, the American public is addicted to the automobile. The only way to cut increasing traffic is to promote and make accessible means of rapid transit that has good frequency, is fast and electric tram /busses could do this. If one looks to Europe for models in cities such as the Hague and various others, one will find that they are highly utilized. If one looks to the various connected resorts in Europe they can note that all of this is possible with chairlifts, trams and gondolas. We in the Wasatch are no different. Unfortunately a few misguided so called environmental groups have temporarily hijacked this but I believe prudent well informed minds will ultimately prevail.	Park City	02/25/2015
	Focus on I-80 for mass transit. Please.	Park City	02/04/2015
	get Vail to fund some of this!	Park City	02/24/2015
	I am not in support of tunnels connection the Wasatch Front and Park City.	Park City	03/12/2015
	I am opposed to any tunnels between Big and Little Cottonwoods and to Park City. I am also opposed to the over the snow options. Any transportation option that could adversely impact the environment (rail, adding new lanes etc.) should undergo an EIS.	Park City	04/30/2015
	I am opposed to gondolas, trams and tunnels. I don't care about a "unique visitor experience." I care about the environmental impact of these proposed transportation options, and I really couldn't care less whether people in Sandy can ride a tram to Park City. Park City is a unique historical town and shouldn't be turned into a suburb to SLC or Sandy.	Park City	04/30/2015
	I don't see how this will assist the possible future residents and tourists in Brighton Estates.	Park City	02/04/2015
	I don't think we need to open up the backside of PC. Why go all the way up either Cottonwood to get to PC? I-80 seems more appropriate. THAT'S where we need new transportation options.	Park City	04/16/2015
	I have no philosophical objections to any of the transportation alternatives: BRT, light rail/tunnel/snowshed, elevated lift/tram/gondola. Having just come from skiing in Europe's Alps, I find rail/tunnel to be quite acceptable. I strenuously object, however, to the perceived notion that automobile traffic in Park City is not worse than automobile traffic in the Cottonwoods. That notion is fallacious. If Light Rail/Tunnel in Cottonwoods is the answer, then Light Rail up I-80 MUST be built at the same time. There is no conceivable or economically viable way to offload rail/tunnel traffic efficiently to Park City from Cottonwoods, unless there is also light rail up I-80. It must be built at the same time, if it is built, at all. Park City's resorts handle significantly higher volume than Cottonwood resorts and contribute far more tourism dollars to the economy of Utah. Though it is possible that I-80 traffic is not threatened at present, automobile congestion in Park City has reached an intolerable level presently. It's unfair to assume that Park City does not deserve the same investment in transportation infrastructure as Cottonwoods.	Park City	02/17/2015
	I have used I-80, Parleys Canyon, for 30 years. It occurs to me that capacity of the interstate can be increased with intelligent and well managed systems vs. adding more lanes. Are transit options viable year round or just during the high tourist seasons? We all like where we live and don't want to see us end up like other metropolitan areas. Keep up the effort on pulling this all together.	Park City	02/06/2015
	I think the focus has to be on transportation options that are affordable and efficient. I don't like any of the bus options. Buses move at the same pace as a car, are less comfortable and the overall travel time is a lot longer. The only type of mass transit that should be considered and invested in are trains. While more expensive initially, they are more efficient to run, have high reliability and can be designed so that they get you there quicker than in a car. Take it from a guy who commuted into NYC for 23 years by train. The train up Rt 80 through Kimball Junction to Park City makes sense. Not so sure about the one through the Cottonwoods. Don't waste time and money on buses except more frequent service up the Cottonwoods.	Park City	02/19/2015
	I think this is crucial to the whole plan. Limiting the amount of cars into the central Wasatch would not only help environmentally but also enhance the experience for visitors. The train system is a great plan along with connection of the ski areas with aerial lifts. This is way overdue the positives impacts for Utah out way the negatives by far.	Park City	02/25/2015
	I would like to see a train that runs in a C starting at Kimball Junction ending in the cottonwood canyons with the airport in the middle, running in both directions. I have no issues with the cottonwood PC connection. I just think it should be made over the snow (gondolas etc).	Park City	02/08/2015
	If only Alternative D was on the table I would rate my answer 'very well'.	Park City	04/26/2015
	Im a bit confused as to how connecting cottonwood canyons to Park City will help reduce the traffic and congestion in the cottonwoods. Won't more cars be traveling up to lcc and bcc in order to access pc through the new tunnel? how will this help the canyon roads? I can see that it could help I-80 but that isn't usually the problem.	Park City	03/12/2015
	I read the 13 point objectives but I'm still a bit perplexed.	Park City	05/02/2015
	Improve bicycle transportation.	Park City	05/02/2015
	In my opinion, the rail system should not be considered because of the environmental impact...the construction of tunnels along with the rails are not necessary. Implementation of disincentives (charge for parking) are needed and an expanded bus system would be a good solution.	Park City	04/27/2015
	Increased bus transit. Great. A light rail (or other form of rapid transit) from SLC to PC along already existing I-80 corridor. Great! Access from LCC to PC via tunnel? WTF? Come on, who is making money off this ridiculous scheme. Increased usage on Guardsman? Talk about a bottle neck when that traffic hits Deer Valley residential and resort roads. Aerial transit from Sandy to PC??? This is getting out of control. It's laughable that anyone would ever consider this a good idea or meeting the so-called Mountain Accord principles relating to the environment.	Park City	04/30/2015
	It is important to see data on the economic feasibility of the various proposals and for some of the proposed funding models to be shared with the public.	Park City	03/11/2015
	It seems silly at this point to consider any corridor to Park City other than I-80 with trains and expanded bus service to a transit center, possibly at Kimball Junction to encourage public transit use. To consider blasting a tunnel through the Cottonwood Canyons to Park City or even year-round access over Guardsmans Pass is foolish since Park City's surface streets are already at traffic saturation point. Getting more traffic up here faster will only compound our problems. In the Cottonwood Canyons, a per-car fee for any less than a three person carpool, supplemented by expanded park n ride and free bus service to the ski resorts. If the Cottonwood Canyons opt to install a train system, that should stay on the Front side of the Wasatch. As the Wasatch Front becomes increasingly populated, the mountains will become a recreational resource that users will need to pay to use, either in canyon usage fees or parking for individual cars.	Park City	03/17/2015
	It seems UTA could have better coordination for routes connecting Park City with the airport and other Salt Lake destinations (so it wouldn't take so long and have so many stops and connections).	Park City	04/26/2015
	I've witnessed the increase in automobile traffic this year during ski season, so I like both the airport/PC rapid bus, and the Little Cottonwood/PC transportation proposals. I think the purposes are good.	Park City	05/02/2015
	Keep trains in Switzerland, on I80, and in SLC. Make people ride mass transit up individual canyons. If you build it they will come! It may take longer but they will adjust.	Park City	04/30/2015
	LRT up the cottonwoods is a great idea, but don't create any connection tunnels. Still tunnels to protect from advances on the roadways are appropriate. Should consider increase BRT and/or LRT but without tunnels. Consider rail line on I-80 and bus HOV on I-80.	Park City	04/04/2015
	Mountain Accord Comments (Glenn Wright, Park City Resident) The Recreation and Environment pieces of this project are well done and mostly of concern to Salt Lake County. The Transportation element is more controversial. My comments are based on the document called Mountain Accord Transportation Corridor Purposes and Alternatives 2/3/2015 I favor a combination of alternatives B, C and D. -BRT or bus up both Cottonwood Canyons, with other traffic restricted to commercial vehicles and residents only. -Aerial connection from Park City to Brighton. -Express Bus from SLC airport connecting to a BRT line from Kimball Junction to the resorts and Quins Junction. -Aerial Connection - similar to the Peak to Peak Gondola at Whistler (http://en.wikipedia.org/wiki/Peak_2_Peak_Gondola). The Aerial connection to replace the Town Lift and start on the west side of the ski bridge, with stops near the uphill terminus of the Crescent Lift, proceeding to a point near Scott's Bowl or Puke Hill, terminating at Brighton base area. This lift is about twice as long as the Peak to Peak gondola at Whistler which cost \$51M CDN. I suggest that it be built in a public/private partnership between the resorts and the UTA or UDOT, to be operated by the ski areas during the ski season and by resort personal, but paid for by the public partner during non-resort operational hours and days. Express Bus - This service must be easy for the visitor to use and include a system to seamlessly deliver luggage to the final destination (perhaps in different vehicles) as well as merging into a robust BRT spine on SR 224. The Chamber of Commerce and travel agents should be promoting mass transit before the visitor arrives and attempt to intercept visitors before they hit the rental car counters	Park City	03/08/2015
	Mtn Accord is completely ignoring a European model of how to get between resorts/lift-served skiing. One Wasatch is ignoring One Wasatch, which is a brilliant idea!	Park City	04/08/2015
	Need bolder solutions to getting vehicles out of the corridors and more use of transit, linked to valley and to the airport	Park City	02/06/2015
	need way more details...don't know about guardsman road between pc and big cottonwood...looks like a can of worms...	Park City	05/01/2015
	No aerial connection between Park City and Big Cottonwood. Tunnel or Guardsman.	Park City	03/28/2015

No trams or gondolas! That is not an efficient way to travel and would be a 'novelty'. I would not drive into Park City proper, have to deal with parking, and hop on a gondola that gets me to the ski hill far after first chair. How effective are the buses in the Cottonwoods working? PC bus is free and does not see heavy ridership. If the buses aren't full now, then putting more buses on the road will not make people take buses.	Park City	04/28/2015
No tunnel for rail to Park City	Park City	03/13/2015
NO tunnels! How can they be considered good for the environment? Boring thru rock? It is especially disturbing with not even a guess at cost. I think there need to be more incentives to not drive up the canyons. Then more buses would make sense. People adjusted to riding mandatory buses in Zion Canyon. The same is true for Parleys Canyon. When they first started running buses in Aspen 40 years ago, hardly anyone rode them. It didn't take long before they were crowded. My employer paid my fare.	Park City	05/02/2015
No tunnels, no connection from Cottonwoods to Park City. No benefit. High cost. Improved connections from Salt Lake to Park City should be added. Give tourists and employees a real alternative for accessing Park City. I question the impact of BRT on the Parley's route without making significant disincentives for SOV traffic.	Park City	04/25/2015
Only if D is implemented do I believe the alternatives address the problems. The canyons, particularly Little Cottonwood cannot sustain the construction of additional traffic ways.	Park City	02/28/2015
Over the snow connections seem to have been eliminate unilaterally and without public opinion. the public needs to know how, whom, and why this big of a decision was made.	Park City	03/11/2015
Park city is totally overwhelmed with traffic. Opening up Guardsman's pass to rail, bus and private vehicles would help solve this. Pine Canyon rd should also be opened up year around. Soldier Hollow should be reconsidered as a skier access point with runs coming down from Brighton. A UT epic pass should be created for all the resorts to encourage and allow locals to take advantage of the incredible resources that are in our back yard.	Park City	03/28/2015
People like to drive and be in their cars. There would need to be high level of public transit, and high dis-incentives (cost of parking, etc) for people to not drive up the canyons. Reduced individual driving would decrease parking needs and vehicle emissions. Again, people like to drive in cars from SLC airport to Park City. A HSR could be put in up Parley's Canyon to Kimball Jct, but you would need Uber cars, or similar vehicles to meet transportation needs in Summit County.	Park City	04/29/2015
Please see above.	Park City	04/30/2015
Prefer the alternative plans. I am somewhat skeptical about the tunnels. Am not opposed to rail alternatives	Park City	04/30/2015
Probably the only thing that makes sense are lots of buses and satellite parking lots in the Park City area. I hate to say this but paid parking in town is the only thing that will spur skiers into riding a free bus to and from a free satellite parking lot. It will turn many skiers off but they will get used to it. Light rail will not work. It is too limited in the volume of riders that are needed to amortize the cost of development and operation. Tunnels are crazy, water issues shut down mining in Park City. Buses work for some of the National Parks, why not for the canyons. Finally, someday a time will come when the resorts will no longer be able absorb creases. Ski pass sales will be limmated and pass prices unaffordable to most. Enough will be enough. Good Luck, Randy	park city	03/28/2015
rail system too expensive and will take to long to implement provide free, reliable, timely, first-class (like a nice train) bus service in lcc and bcc. somehow make all 7 ski areas charge for parking, acquire parking area, such as gravel pit on wasatch blvd, to serve as transit center for all lcc and bcc buses. buses to be modern low- or no-emission vehicles (electric, nat gas, hydrogen) based on technologies already in existence and economical. bus frequency to be extremely high during ski season commute times. lower frequency at other times. rider should have mind-set that it is easier (as fast, cheaper) to park and ride the bus than to drive up the canyon in their car. provide van service for dispersed recreation users e.g. bc skiers accessing mineral fork trailhead in bcc. i see no reason to try to link Park City with lcc and bcc	Park City	03/15/2015
Rail system.	Park City	02/23/2015
Rapid transit, car pool lanes and park and ride lots. Incentives for people to car pool and take affordable public transportation.	Park City	02/06/2015
Remove cars at least from little cottonwood.	Park City	03/14/2015
Remove the tunnels from the plan and I would give the proposal a big thumbs up. Keep the tunnels and the plan is a bad joke that Utah tax payers will be paying for years.	Park City	05/01/2015
see above	PARK CITY	04/30/2015
See above. This issue ruins the whole thing for me because it so drastically impacts the environment.	Park City	04/30/2015
Should add "reduce auto use and congestion in Big Cottonwood Canyon and Parleys Canyon" in addition to Little Cottonwood. Even if you believe these corridors are ok right now (I don't), they certainly won't be in 20 years. Should also add "provide competitive transit service from Park City to the Cottonwood Canyons" because that will help achieve the other goals. Park City government is against this because it would give residents and visitors alike options other than Vail Resorts and Deer Valley, who would like to have a captive audience. Stand up to the Park City government; they are not representing their residents, but big business instead.	Park City	03/16/2015
Still need to see cost estimates to evaluate properly.	Park City	02/09/2015
The best corridor to Park City is up Interstate 80. A 180 bus system or a train system could be used that would connect into the present UTA system and end in the PC area. Park City has traffic problems within the city and does not need additional auto traffic. Parking is a problem at the resorts. HOV lane are not a Solution because of additional auto traffic. Light rail or HOV bus only would be a good solution.	Park City	04/30/2015
The cost of rail to the Canyons is dead on arrival. In state that can not fund education adequately it is hard to see this as a priority. Instead of going to Switzerland maybe you should go to Vancouver Canada and see how they use bus transportation to avoid building expensive highways and railways	Park City	02/08/2015
the difficulty for 224/248 is how to make it convenient to get from my house in pinebrook to pcmr without having to drive to a central transit facility, jump on a bus/light rail and get there without taking 45 minutes or longer depending on stops and number of transfers.	Park City	02/06/2015
The light rail systems and bus system up I-80 are nice but there is no talk of improving the flow of traffic into Park City. A rail and bus system will be nice but the traffic is still going to be absolutely crazy if the population and tourism percentage increases are accurate for year 2040. I have seen the traffic get to be twice as bad in the short 5 years I have been living here. The traffic has increased and the roads have stayed the same. I believe this is a bigger issue.	Park City	02/05/2015
The need for the LCC/Park City corridor is clear that it's primary purpose is to provide access to the ski resorts - when LCC needs to close for avalanche control, car congestion, etc. Do Alta and snowbird skiers want more people at the resorts and lift lines? We know the resorts do! Increased access and people will logically lead to ski area expansion, additional lifts, more people on the mountain, etc. If LCC was closed for avalanche control, people will most definitely drive to PC to get on the train to get into the canyon. That just creates additional traffic/pollution for the entire wasatch. I do support increased human powered trail networks between LCC and PC.	Park City	05/01/2015
The need for transit over or through the mountains into Park City is not needed. The alternatives from SLC to Park City are much more interesting.	Park City	02/07/2015
The option of being able to transport from PC to the cottonwoods without driving I-80 and contributing to Wasatch Blvd traffic is very good. Whatever options exist (eg. if bus or aerial), it would be ideal if these were available for extended hours to help those who would use it for work.	Park City	02/05/2015
The proposed system does not appear to improve commuting between Park City area and the SLC valley areas.	Park City	04/26/2015
There should be further review of transportation opportunities outside of buses and light rail for the wasatch front between big and little cottonwood canyons. Additional multi use recreational trail development should be a focus as well. Light rail between Salt Lake City and Kimball Junction should be a focus. Also some type of multiple use recreation trails between Salt Lake and Park City should be considered.	Park City	02/19/2015
This is an example of why the 4 focus areas need to be integrated. Asking about the transportation options in isolation of the other 3 areas is not helpful. Again, I need a compelling analysis to understand the development needs and goals of the Blueprint. For example, how many additional skier days are desired or to be allowed? How about an option of limiting number of people per day that are allowed up the canyons? It seems disingenuous to not clearly articulate development or enhanced usage goals that drive the Blueprint.	Park City	03/26/2015
TO BE ABLE TO POSSIBLY CATCH A TRAIN FROM PARK CITY TO THE AIRPORT OR TO ALTA WOULD BE AWESOME I LIVE IN PARK CITY AND HAVE WANTED THIS FOR YEARS PLEASE CONNECT ALL THE RESORTS I LOVE SKI THE BACKCOUNTRY AND HAVE FOR YEARS I SKIED 9900 FOR YEARS AND UPPER MILL CREEK THERE IS SO MUCH BACKCOUNTRY TIMMAPANOGAS, BOX ELDER, BACK OF SNAKE CREEK, LAKE BLANCH, EXCEDRA. PLEASE DONT LET A HAND FULL OF PEOPLE STOP THIS AMAZING OPPORTUNITY. SAVE OUR CANYONS FROM OUR CANYONS.	PARK CITY	03/02/2015
Train, NO Cars, NO YES YES YES... C. Same as above but with aerial transportation (such as a gondola or tram) in the segment between Big Cottonwood Canyon and Park City. D. Transportation system management alternatives, which are combinations of incentives for transit use and disincentives to auto use, without adding new transit, guideways or expanding guideways.	PARK CITY	02/25/2015
Transportation is a major issue, but choosing environmentally friendly options is KEY. Trains are great options for Heber to Park City to SLC, but to put a train up LCC and BCC would have a MAJOR environmental impact that would be negated with an effective bus system.	Park City	03/16/2015
Tunnel or aerial transportation across the Wasatch is undesirable.	Park City	02/05/2015
Tunnel or aerial tram bwn Park City and Little Cottonwood canyon or excellent way to improve access bwn resorts greatly increasing value and attractiveness. Same goes for light rail up Little Cottonwood canyon from SLC. Non-stop express bus from SLC airport to Kendall Junction where it makes short stop before express connect on dedicated corridor to Main Street and on to Deer Valley would be awesome. At present, the time required to make this journey is far too long so most people rent a car or drive their own vehicle. Need to expedite this option as way to encourage visitors to skip rental car thereby reducing parking issues and emissions.	Park City	04/11/2015
Wasatch front and back have unique characteristics, while integrating recreation across them via lifts and trails is an excellent idea, building roads and trains to expand the metro area from wasatch front, through the wasatch, and to the wasatch back is a BAD idea. Please go back to the drawing board and take OneWasatch concept, possibly building upon such with some better transportation to the Cottonwood resorts from the Wasatch front, possibly with some better transportation on the Wasatch back, but no new transportation corridors through the Wasatch other than by ski lift and ski trail (which is great and will have no environmental impact, roads, tunnels and pollution from vehicles will).	park city	04/09/2015
We really haven't been fully informed of the Accord's plan.	Park City	04/29/2015
whorish and gross	Park City	04/30/2015
your immediate focus shouldn't be on the corridors it should be on the visitor mobility today... They may not come back to ride your train	Park City	02/24/2015
Aerial gondolas are terrible idea. Appear to be only another way to push for condo/hotels in the backcountry for the real estate developers. Besides the view shed destruction, the land impact of the towers there will be a stream of garbage across the landscape when the snow melts. Hope nobody gets sick in the middle of the long transit. I see that Guardsman Pass development is not preferred but what happens when if the tunnels cannot be built? Carefully designed and implemented Guardsman Pass development would minimize environmental impact to an existing route on the periphery of the core Wasatch and proposed wilderness area.	Park City	02/24/2015
B is the best transit option	Park City	02/24/2015
See above	Park City	03/07/2015
As a Park City resident, I won't support an over the mountain rail system to Park City from the Cottonwoods and Sandy. An over the mountain to Park City tram, or train seems like it'll be both extremely expensive to build/maintain, and very slow. Increased bus service and park-and-rides for the Cottonwoods seems more achievable and useful than a light rail.	park city	05/01/2015
DROP A, B, C. Keep D. DO NOT drop alternative E and F. 7. Do NOT build railroads into LCC and BCC. Instead, build upon the existing infrastructure and create incentives/disincentives to reduce the use of private cars to move skiers, other recreational traffic, and resort employees to the canyon resorts. 5. Do NOT create a new "corridor" between the Wasatch front and Park City via LCC, BCC, and one or more tunnels. 6. Consider opening Guardsman Pass during the winter months, but ONLY to public transportation, emergency traffic, and special permit holders. Note that the majority of the MA transportation group supports some usage of Guardsman pass.	Park City, UT	03/16/2015
Little Cottonwood Canyon/Park City is not a "Corridor". They are two separate areas and should stay that way. These plans look like an attempt to maximize profits for Vail Corp! We don't need to and don't want to maximize tourist flow into Park City. It will destroy its character. We do not need and do not want to see a train from Kimball junction to Park City. As a tax payer, I don't want pay for a train from the airport to Park City.	Park City, UT	04/08/2015
see earlier comments	Park City, UT	04/30/2015
"Little Cottonwood Canyon/Park City Corridor" is a false pretense. There is no "corridor" other than ski touring unless you create one. Leave it as-is. I am an expert in this regard, skied for 11 years in LCC while living in Salt Lake City. Have skied/lived in Park City for the past 2 years. Tell me, what do you "improve" by connecting them?	PARK CITY, UT	04/26/2015
\$6 Billion Ouch! Why spend \$6 billion if the resorts can be connected by 3 to 6 chair lifts? Buses, etc can take people to access their nearest Resort. Chairlifts, Gondolas and Trams can take people the rest of the way to the Resort(s) they want to ski. As someone who has been traveling to Europe twice a year to ski, chair lifts and Gondolas make sense. I look forward to seeing Utah ski areas connected in a way that is environmentally sensitive but not at this expense. Please allow the Resorts to bear the bulk of the burden of connecting multiple ski areas instead of the tax payers.	Park City, Utah	02/11/2015
Light rail connector would be the best option. Hard on environment during construction but should be a lower impact in the long run. Weather and avalanche issues must be a big ? still	Park City, Utah	05/02/2015
	Philadelphia	02/06/2015

I am looking at this from the viewpoint of a frequent visitor. I come to ski Park City 1-2 times per year and have recently bought a condo in Park City. The first thing I want to mention that the signage for the ski areas on the interstate within SLC is deplorable. There is only 1 old sign, at 1 of the junctions, letting people know that they are heading in the right direction. The highway up is always fine it is the obvious fact that everyone is funneled onto the 1 road that causes the jams. There already could be better use of I40 and the back way into Keams. Certainly more corridors would create more options to spread out the traffic. Personally I would still rent a car to get up to PC with my wife and all our gear for a week of skiing. That being said I would use an express bus to come up to any of the resorts for a day of skiing or hiking. I would much prefer driving to on of 3 or 4 park and ride lots. too many stops delaying the trip up the canyon.	Phoenix	03/17/2015
Leave the canyon as is. Do not tear into nature.	Plano tx	03/05/2015
1st I've heard of a light rail (on tires?). The problem with taking transpo up the canyon (I NEVER have, despite being curious) is that I have no clue where it goes, where it picks me up, how late it runs. There's just no clear bus stops. So I simply don't use it, and likely never will. A light rail would have clear stops and posted schedules, just like Trax. THAT I can trust and would use. Consider using rails (if the slope isn't too steep). I can't explain it myself, (but I am guilty): Put it on rails and tons of people ride it and want to ride it and think it's cool. put it on tires and people go, "meh". Explain that and you win the public transpo paper of the year award. Embrace it, and take home the trophy.	Pleasant Grove	05/01/2015
Rail would be a good idea in this scenario.	provo	02/06/2015
Continued support of UTA bus routes would better serve more recreation users of the canyons.	Provo, UT	02/09/2015
I support the establishment and maintenance of well-groomed trails for hiking, biking, and ski touring. Beyond that, any increased infrastructure (roads, rails, tunnels, lifts) is a mistake and will come at the expense of the public. I do support extending "ski bus" service through the summer on existing roads.	Provo, UT	02/06/2015
Train transit would hurt water quality, and ruin the beauty and naturalness of the canyons.	Richfield	04/08/2015
no new roads, railines or tunnels in little cottonwood cyn.	riverton utah	04/30/2015
I am concerned about the tunnel that was mentioned in the blueprint that would lead from Alta to Big Cottonwood Canyon. I feel that it might do more harm than good. Honestly, who really needs to visit both canyons in one day? You either ski and hike Little Cottonwood, or Big Cottonwood. I don't feel a tunnel connecting the two at the top would be a top priority. Plus it would be crazy expensive and that money would be better put to other uses like obtaining more private land, extending the light rail, or at least putting nicer bathrooms on the Cecret lake trail. :)	Rose Canyon	02/05/2015
devil is in the details	Salt Lake	04/30/2015
I am a backcountry skier, hiker, fisherman and general muscle-powered user of the Wasatch. I encourage all planning that comes from this process, with particular attention to the following issues- 1) Water quality preservation is of utmost importance. 2) Transportation by car should be limited, bus service improved, LCC particularly should be examined for possible shuttling, train service, or similar alternatives. 3) No tunnels through the mountains, no gondola, ski lift or mechanized transport should be considered. 4) No further ski resort expansion should be allowed, particularly in Grizzly Gulch, Flagstaff, White Pine, American Fork side of the divide. 5) Overall enviro concerns must take precedence over developers' and resorts' needs. Chris Proctor 1464 East Emerson Ave. Salt Lake City, UT 84105 801.466.1905	Salt Lake	04/17/2015
I like the idea of improved bus service or light rail but with NO TUNNEL to PC! The canyons should not be super-accessible to all. That is how wilderness areas become destroyed. Make people work to get there and it creates respect for the land.	Salt Lake	05/01/2015
I like the improved transit in each of the canyons. I hope it could also improve the road biking conditions with lanes or wider shoulders!	Salt Lake	05/01/2015
I like the purposes though they seem a little biased towards the overly expensive solutions (rail)	Salt Lake	04/19/2015
I support the evaluation of transit in both Big and Little Cottonwood Canyons. I do not support the aerial lines to Park City. I do not feel the Mountain Accord properly addresses many of the issues associated with access to the ski resorts on the Salt Lake City side. Many local patrons will continue to drive as opposed to a bus system. A BRT would be great and perhaps a train as well to reduce traffic. However, there is little incentive if it cannot provide expedited access as well as address the transit/parking problems. More often than not, the lots are full at the current bus stops. Will said train have two tracks? What will be lost in the addition of right of way? These should be addressed, loss of hiking, biking and climbing routes would be unacceptable. If the train or BRT is full, will patrons need to wait 40-60min for the next to return? Currently there is no incentive to take the bus to the resorts save for poor weather and full lots at the resorts.	Salt Lake	05/01/2015
I take it on faith that the train is the long term best solution. I think support for the train, and the acceptance of the price tag along with the disruption that happens during construction, will be enhanced if the public is better informed about how this solution ultimately is the safest, most cost effective, and environmentally benign. I imagine graphs that show a time in the future when buses and trains intersect and the upfront cost of the train is shown to be a better longterm investment.	Salt Lake	04/30/2015
Most of the ideas make sense, but the tunnel in particular seems excessive and contrary to many of the other goals of the plan.	Salt Lake	03/25/2015
The rail proposal, especially the idea of tunnel, I find dangerously amusing. A proposal to build a really expensive transport system to benefit a couple corporations? I would laugh if I didn't worry it would actually happen. Expand the bus service! Currently to get a bus to Alta without 2 exchanges or driving to the canyons and leaving my car at the park and rides I have to get my family to the stop at 7:30. No buses currently stop at trailheads. We already have most the infrastructure, let's use it.	Salt Lake	04/30/2015
The range of options is too wide at this point to comment generally, but I will say that all of these proposals focus on the need to accommodate and increase the number of users in each canyon. If there is an imbalance between the number of people using the canyons and the amount of access, perhaps we should focus on reducing usage rather than increasing access through transportation. Expanding wilderness designation and requiring permits to access popular areas, along with limiting development will have a more substantial impact on balancing transportation needs with demand than roads, buses, trams and trains all combined. Mass transit is favorable to increased private options though.	Salt Lake	04/30/2015
Transportation needs are perceived by the ski resorts and developers, but the current system of cars + buses works fine and is a much better alternative than an expensive transportation system that would accelerate the destruction of the natural beauty of the still undeveloped parts of the wasatch.	Salt Lake	04/05/2015
We have lived in Emigration Canyon for over 25 years. Its road is not a highway-it is a residential neighborhood! We all walk it-bike it-walk our dogs-walk our kids-the cars and increasingly the motorcycles speeding puts us all at risk. We don't have the room to make it wider for anyone. A bike lane will only squeeze us all that more tightly. It will also take much needed parking areas away from the people who live here-pay taxes here-who clean up the canyon after all the day use recreation occurs. We don't just ride into the sunset-we live here and are heavily impacted by all the many uses. We think the only fair way to make the canyon safer for us all-is to lower the speed limit significantly! A speed limit in a neighborhood is usually 25-30mph. This will give people more time to react to oncoming danger-it will keep all the fast cars and motorcycles from going 60mph. Also-we rarely see any speed regulation here-it's rare to see a cop waiting for all the many speeders that enjoy the canyon all weekend-it could pay for the police force if they kept after them.	Salt Lake	03/22/2015
Worried about decreasing snow days - climate change and general warming increases the need to make snow to make money - water resources for - fees at the base of the canyon. for - more parking at the base of the canyon - against - fees for parking in the canyon - increase ticket price to gain more cash if you must	Salt Lake	04/15/2015
no extra lanes and no trains up Little Cottonwood Canyon.	Salt lake city	03/10/2015
I think the tunnel with a transit system is a better idea and more efficient system than a tram would be, if I had to pick one. I think a transit in little cottonwood canyon is a good idea, but I also do fear how that could affect the appeal of hiking and climbing in the canyon during the summer but something must be done to stop all the driving and traffic in the canyon. I also think that with respect to the bus system in the canyons something is missing. Instead of just going from the mouth of the canyon to Snowbird and Alta, there should be in between stops. For people going on hikes and or climbing in the canyon, you could take public transportation to a location for instance in between Snowbird and the mouth or the canyon. I think this would be more incentive to take the bus up the canyon. Currently you cant stop halfway up the canyon and therefore are forced to drive up to get where you want to.	Salt Lake City	05/01/2015
It is unnecessary to provide a transportation link between the Cottonwood Canyons and Park City. The need is for a viable mass transit system that serves access to the Cottonwood Canyons from the Salt Lake Valley. Please do not build tunnels thru the mountain. Instead, we need restructured car traffic and a vibrant/frequent bus transportation system such as has been implemented in some of National Parks (e.g., Zion).	Salt Lake City	02/09/2015
To encourage people to use public transportation it's also important to think about the experience when you get off of the bus or tram. Is there a convenient place to leave your ski bag etc.? In the summer perhaps this is less important. It may be necessary to impose parking fees and/or an entrance fee like with Mill Creek Canyon, as well to encourage individuals to use a public transportation system. Also, how do you get to the transportation take off points and is there adequate parking and is it safe?	Salt Lake City	04/30/2015
* Rail is absurdly expensive and unnecessary and often a cover for urbanization. * Buses are soooooo much more worth the investment. * Getting people out of cars IS a worthy goal * Focus needs to be not just on tourism, but on getting ordinary people (especially workers and low to moderate income people) to the places they work	Salt Lake City	04/30/2015
*I do NOT support any transportation connection between Little and Big Cottonwood Canyons to Park City. *I do NOT support expansion or improvement of the current summer season Guardsman Pass Road. In fact, I support closing this road permanently and year round to any traffic. I propose ripping up the concrete, restoring the roadbed into the natural mountain landscape, and maintaining the restored natural and public land for hiking, snowshoeing, cross country, and backcountry skiing. *I do NOT support building a tunnel to connect the Canyons to Park City for a light rail, for a rapid bus service, or for car traffic. *I do NOT support building a tram, gondola or any other aerial transportation option to connect the Canyons to Park City. *I support improving public transit transportation incentives and options for movement up and down Big and Little Cottonwood Canyon along current paved road footprints. I support removal and restoration of Guardsman Pass Road. *I do NOT support transportation goal #4 providing new evacuation routes out of both canyons. This transportation goal should be removed from the list. One way up and down traffic is a normal and natural condition and limit on growth the Wasatch. If development cannot increase in the canyons due to safety concerns, development should be limited. Unnatural creation of alternative evacuation routes is unnecessary and does not consider appropriate development within the landscape.	Salt Lake City	03/01/2015
1) Any light rail or bus service must be at similar traffic speed to driving. 2) In order for the mass transit options to be used they should be very inexpensive and not over crowded like they are now. A family of 4 will not take the bus for \$36 for day of skiing and if they are trying to go near the opening of the lifts it will be standing room only. It should be very cheap or free and subsidized by ski passes. Add an extra \$1-2 to each ski pass sold to subsidize mass transit. 3) A dedicated bike lane would be good for safety, traffic, and driving an environmentally low impact recreation in the canyon.	Salt Lake City	04/29/2015
A few comments: 1. A shuttle system is a GREAT idea! Right now the canyon is at capacity (car capacity). If more users are going to use it, a shuttle is necessary. I do feel that the speed limit should be reduced, and there needs to be limitations on how wide the road becomes. As I own property in the Firs development in Millcreek, this is important to me. 2. The only way rail makes sense in the Cottonwoods is if driving private cars is limited to land owners in the canyon or there is a hefty \$5 fee (ala Millcreek). 3. The land swaps seem fair to me, but there needs to be zoning restrictions so that a Brighton Hotel (for instance) cannot be 20 floors tall. This way we retain as much of the traditional character of the place as we can. But I do feel that if Grizzly Gulch isn't part of the agreement, then there should be no land swaps at all. 4. I very much oppose any type of transportation linking the ski resorts that would put any kind of tram/ski towers over the ridges between big and little cottonwood canyon. The only place it makes sense to link the canyons is brighton/PC through hidden canyon. UNLESS we are talking about tunnels. 5. I think it important to establish legitimate trailheads for some tenuous situations, such as Heughs canyon, for instance. 6. Mountain Accord should seriously look at stopping motorized access in Mineral Fork. There is motorized access for almost the entire northern and southern Wasatch. While the number of hikers increases, the amount of land set aside for hiking is not getting any bigger. Mineral Fork seems like the best place to do that. 7. Make sure the new parking lot at Wasatch Mountain State Park is not so close to the cabins up there. Cabin owners don't want it, and recreationists also don't want to see cabins there either. There are alternative locations for that (abnormally large) parking lot further down-canyon that make more sense.	Salt lake City	04/30/2015
A free shuttle bus up the cottonwoods is a good idea. Maybe to pay for it, there can be a fee station for cars at the bottom similar to how millcreek canyon is now. People can either pay for an annual car pass or use the free shuttle. An express shuttle should take people straight to the resorts and another shuttle should stop at each fork (for hiking, climbing, bouldering, backcountry skiing, etc). Do not waste money and resources connecting park city to the cottonwoods. People can make a choice where they want to vacation and drive around if they want. I think that a light rail train up I-80 is a fine idea.	Salt Lake City	05/01/2015
A rail system in the canyons is an appalling idea. A more efficient bus system and more benefits for people who choose to carpool would be a start, with a better organized and larger parking area at the base. Minimal tunnels over LCC road to deter the larger avalanche paths and decrease closures would be an ideal compromise.	Salt Lake City	05/02/2015
A sustainable transportation solution is critical. I am concerned about the high costs for rail.	Salt Lake City	05/01/2015

	A train is not desirable for reasons of cost and land use. But mostly for cost. Buses need to be considered, but starting over from scratch in almost every way. UTA's current service is mediocre...let's think out of the box and make the bus experience fast, cheap, and enjoyable. A city bus that goes up the mountain (what we have now) is so thoughtlessly uncreative. Bike lanes are a significant improvement. Off road trails that roughly parallel the CC roads should be constructed/completed in both big and little cottonwood. The idea that additional ski lifts will contribute to a significant reduction in traffic is basically laughable. Known bottlenecks on the cottonwood canyon roads should be addressed. The express changes and staffing from snowbird entry 1 on peak days are a significant improvement. Let's see more of these proposed and piloted. Other areas include the merge at the mouth of LCC (more 2 lane uphill lane-age to facilitate the merge, perhaps an alternating light similar to freeway onramps). Also the light at the 'la caille' intersection where Wasatch separates from SR 210 should be removed in place of an overpass and merge lane for north bound traffic from the Wasatch onto SR 210.	Salt Lake City	05/01/2015
	A train is not warranted given so few days high demand annually, and given the high costs and environmental impact during construction, as well as critical access issues for backcountry and climbing endeavors. Furthermore, a train should only be considered one more cost effective methods have been implemented with little success.	Salt Lake City	05/02/2015
	A train to Park City makes some sense as it is a major population center. But a train in Little Cottonwood is not sense. Vans/buses could meet the need while also being able to make the frequent stops required for summer hikers, etc. who access many trailheads.	Salt Lake City	03/09/2015
	A tunnel connecting the resorts would not eliminate auto congestion. Express busses and user fees might cut the number of cars. Other options would affect the natural beauty of the canyons P.S. People don't necessarily want to ski at several resorts in one day.	Salt Lake City	02/06/2015
	Add a bus lane to LCC. We need a solution now, not in several decades.	Salt Lake City	03/11/2015
	After reading the blueprint, I can see that a lot of time and effort went into it. Overall, I think you all have done a great job. However, I cringe at the thought of a train going up and down Little Cottonwood Canyon. Our national parks have used shuttles and buses very effectively with much less impact. Would that not be preferable?	Salt lake City	04/18/2015
	Again, I have mixed feelings. The goals and purpose are awesome, but I just didn't find the information relating to the areas I want. See above comments.	Salt Lake City	03/12/2015
	Again, I question the feasibility of a rail up Little Cottonwood Canyon, simply on the basis of cost alone. I understand there are conceptual funding sources, but will the cost be justifiable?	Salt Lake City	03/09/2015
	Again, I saw undecided because this all depends. I absolutely, positively do not want ANY surface transportation connecting any of the canyons, be it a road way, a train on the surface, or a lift/tram/gondola/whatever people mover you want to say. As for the option of a tunnel, again, it depends. Can you get me some renderings of what the light rail will look like going up my canyon? Is it going to be a direct replacement for the road? How will it effect the watershed? If it isn't an eyesore, and it doesn't disturb the environment, and doesn't take away from my current recreation area, I'm okay with it. If it goes against any of those things, I'm against it. A way to help with the gridlock in the canyons would be to expand bus times. Right now, there are a good amount of times buses leave the park & rides in the valley or mouths of the canyons before about 11AM. After that it drops off significantly. I understand there are most likely less people wanting to take the bus up at those times, but a lot of times, that's when I'm wanting to go up, and there's no bus for me to take.	Salt Lake City	02/05/2015
	Again, providing a connection between Park City and the Cottonwoods is unfavorable by pretty much any consistent ski user in the Cottonwoods. It would also hurt businesses in Park City as people would prefer to take their business to the Cottonwoods due to lack of snow in the Park City Resorts.	Salt Lake City	03/10/2015
	Agree with increasing public transportation in canyons. Especially financial incentives and disincentives for personal vehicle use. Shuttle/buses seem more efficient than train systems.	Salt lake city	05/02/2015
	All of the proposed "improvements" come at a great cost in all areas you claim to want to make better. Putting express buses and trains up the canyons will not solve the problems. If nobody rides the buses now why would they want to ride them in the future? Plus part of the awesomeness about the little cottonwood canyon is that there are no tolls. Its small and welcoming. Charming. People from out of town like that about us! We're not elite like some other big resorts. Take action on your proposals and you take away that charm that keeps people coming back.	Salt Lake City	02/12/2015
	Allowing for express buses to make the canyons trips just as quickly as driving is imperative. Most commuters from the valley would rather ride than drive, but it has to be just as fast and less expensive than their 14 tank of gas.	Salt Lake City	04/08/2015
	Alternatives A and B likely require either widening of the LCC road or building a new corridor, which may have profound environmental impacts, cost hundreds of millions of dollars and put more people in the canyons, which increases the desire for resorts to expand into new terrain to provide that service to more users. The construction impacts alone will degrade the quality of the environment in the canyon, faster than the current situation is. The idea of induced demand works just as much here as it does on a highway. Also, this approach is pushing an issue that primarily exists Fr-Su and on holidays. Not sure why "competitive transit" is an option. If you are looking at transit, how about "accessible transit" that makes it convenient, comfortable, easy, etc. If it happens, UTA cannot operate it. It has to be a unique organization that is capable of dealing with trains that can handle a lot of gear (bikes, skis, snowboards) and not be subject to UTA's business models. It will also have to work in conjunction with the private auto to work well. There is nothing inherently wrong with a car that has 4 or 5 people in it going to the resorts. It makes no sense to try to offset travel reliability in inclement weather. Even transit suffers in bad weather, which is evident in the Salt Lake Valley. It is a mountain area with extreme weather, there is no way to really mitigate it. Sorry that the resorts see less revenue when the canyon has to close. Is the priority people or dollars? Along the same lines, has there really ever been a huge worry about evacuating LCC or BCC that it would lead to the need for tunnels to PC? Could PC even handle that? I could see it in times of forest fire, but BCC already has Guardsman in the summer.	Salt lake City	03/05/2015
	Although I believe rail is a good alternative, I suspect the cost/benefit analysis (including the EIS) will ultimately doom this proposal, as well as that of tunnel(s) linking LCC/BCC and BCC/PC. Ultimately, I believe that limiting auto traffic, improving bus service and building avalanche sheds may be more cost effective as well as more flexible.	Salt Lake City	05/01/2015
	An aerial transport link would diminish the aesthetic and natural qualities of the Wasatch canyons. Other methods must be prioritized.	Salt Lake City	04/30/2015
	An Unpardonable Sin The quality and quantity of the snow, steep beautiful terrain, and easy access make the skiing/riding experience in the Wasatch Mountains (backcountry and resort world class. This is a special place. But the quality of the skiing experience in the central Wasatch is in jeopardy. I see the proposals for expansion by the resorts and Ski Utah's "One Wasatch" simply as marketing tools to attract more tourists to our world-class resorts. As a native Utahn, Snowbird season pass holder, and backcountry skier, I don't believe these proposals for expansion are in our community's best interest. The Alta and Snowbird ski resorts cannot accommodate more skiers/snowboarders without further compromising the already crowded skiing experience that exists there. Who wants to stand in longer and longer lines while waiting to ride the greatest snow on earth? Not only are the lines insufferably long, with larger and larger crowds the snow gets "skied out" faster and faster. Is this the kind of experience Ski Utah and the ski resorts want for their customers? At the same time, the backcountry cannot afford to be annexed any more by the resorts without compromising the riding experience there. The ski industry in Utah has an insatiable appetite for expansion and development at the expense of the environment and wilderness experience. Both the resorts and the backcountry/wilderness can co-exist harmoniously but it's time for permanent hard lines to be drawn. Tunnels and aerial trams connecting the Cottonwood Canyons and Park City would desecrate what little is left of a wilderness/backcountry experience that exists in the glorious but fragile central Wasatch range. Why connect the resorts to ski at Alta, I go to Alta. If I want to ski at Deer Valley, I go to Deer Valley. The concept of an interconnect is just a sightseeing gimmick for tourists. No local would dream of wasting quality ski time riding lifts between resorts. Don't ruin what makes this place special and unique just for more money. It's true, transportation challenges in BCC and LCC do need to be addressed. More efficient mass transit makes sense, but let's not reinvent the wheel with complicated expensive projects that permanently deface and deform more of this glorious little mountain range in which we are so fortunate to live.	Salt Lake City	04/16/2015
	Any additional access to little cottonwood with damage the canyon. Remove the road and switch to rail only access.	Salt Lake City	04/30/2015
	Any mass transit system must include stops at areas used for backcountry ski and hiking access. If a person cannot reach their desired trailhead by transit then they will drive their car. In addition, I am in favor of a reasonable annual fee to be paid for canyon parking areas that provide access to public lands. Even though it would be extremely expensive initially, a rail system that goes up LCC, through a tunnel to BCC, then on to Park City and SLC would be the best long-term solution. It would have to be paired with private vehicle limitations of some sort (i.e. tolls or time-of-day limits). And such a system must include stops at backcountry trailheads.	salt lake city	04/30/2015
	Any transit options need to be studied carefully for environment impact before implementing.	Salt Lake City	04/28/2015
	Any tunnel through the Wasatch mountains is a travesty to nature and an eye sore.	Salt Lake City	03/13/2015
	As a back country skier, I wonder if a stop at White Pine is part of the plan. Also, we sometimes come out of Maybird and other areas and would need ways to cross the tracks safely and without walking parallel to them for long distances. Also, if we are going to spend that much money for a train up the canyon, I definitely believe that there should be a direct line from the airport to the top of the canyon.	Salt Lake City	03/16/2015
	As above	salt lake city	04/27/2015
	As far as I am concerned, the most important part of the Blueprint is the railcar system up Little Cottonwood Canyon. It has become increasingly unpleasant to recreate up there due to the over use of the highway. A rail system would go a long way toward resolving the problem. However, I would restrict use of the highway, strongly encouraging individuals to use the rail system. It should be the primary option.	Salt Lake City	03/12/2015
	As I stated earlier, I'm in favor of discouraging automobile traffic and encouraging public transit. Frequent affordable public transit on the existing road, with avalanche sheds, could provide appropriate public access while decreasing private traffic and making the road faster for public transit.	Salt Lake City	04/27/2015
	As is already apparent, just continue to look for the most environmentally friendly way to increase capacity for recreational users, so the masses can get to the mountains (that's why we moved here) without destroying them.	Salt Lake City	04/30/2015
	As noted above, buses and not trains are the best answer. And limiting auto access must be included in the plan.	Salt Lake City	04/07/2015
	As stated, the selection of possibilities to be further investigated, may not adequately consider the importance of future flexibility to deal with uncertain future conditions, nor with the probability that expensive infrastructure creates its own demand, to pay for itself: demand that may not serve the broader hopes for the mountains. These concerns raise questions about standard benefit/cost analysis. The shortcomings of such analysis can be partially alleviated by the use of higher discount rates for future benefits and by sensitivity analysis, but the question encountered will likely show the analysis so fragile that while it can help inform judgement it can not replace good judgement.	Salt Lake City	05/01/2015
	Before building tunnels, rail or other extreme engineering we should consider simply improving bus transit. 1) I know that Brighton season passes are a transit pass. Is that true for other ski areas? Could that be expanded to include all "locals" cards? 2) Most days there is no crowding at all in BC or LC canyons. There is predictable severe crowding on certain holidays and on powder days (particularly after a period of dry weather). It seems absurd to build extreme transit projects (rail, tunnels,...) based on peak visitation, particularly since on crowded days the quality of the skiing experience is bad (waiting in lines, crowded slopes, no place to sit at lunch,...) A better idea is to just make the bus system work. I will bet that the "experts" advising on transit have never actually tried to take the bus skiing. Here's how it goes. It's really easy and convenient to get there. You hop on, get a seat and are whisked up to the slopes. It's nearly impossible to get home. Everyone is leaving at the same time, the bus is full, you can't get a seat, and the next bus doesn't show up for 1/2 hour while you sit around in your itchy wet ski clothes. What needs to happen is, lots of busses need to be waiting at the end of the day and there need to be busses for each resort because otherwise everyone gets on at Brighton and Solitude skiers can't get on the bus at all. When I asked the UTA driver why it isn't managed like that he said it's because the ski resorts pay for the busses. Aha! So apparently what's being proposed in Mountain Accord is that instead of ski resorts paying for transit public taxpayer money is going to build fancy, expensive transit for the benefit of the ski industry. "Mountain rail" is a terrible idea. Let's not do it.	Salt Lake City	04/30/2015
	Better buses and headways could solve the problems not a rail.	Salt Lake City	05/01/2015
	Building a tunnel from Little to Big Cottonwood Canyon to Park City sounds like an obscure idea that would create a big impact on the environment to build. Additionally it is evasive to the natural landscape creating a ugly scar stealing a wilderness experience. The same view are held for the tram idea. Considering a fee to access Big and Little Cottonwood Canyon can help limit vehicle traffic.	Salt Lake City	03/11/2015
	By adding rail to the cottonwood canyons, and connecting to PC, without removing cars completely, you are adding to the problems you are supposed to be addressing. I see 7-8 of the 14 issues negatively impacted and most others minimally impacted.	Salt Lake City	03/04/2015
	Cannot read the proposed improvements.	Salt Lake City	02/07/2015
	Coming from Chicago, I realize the importance and convenience of efficient public transportation. The problem I have faced here in salt lake is that it is often much faster for me to drive places than it is to wait for the bus or train. This greatly deters me from utilizing the bus or train. I hope one day there would be a train or more frequent bus service between park city and salt lake city, not only for recreational purposes but for workers as well. I also hope the park city paved paths get connected to the salt lake city paths. There is already a paved path that extends to parley's summit. Connecting this path to ones in Salt Lake would be awesome! And provide a way to bike commute (kind of crazy but people would).	Salt Lake City	04/30/2015
	Conceptually I agree on the transportation need between the two canyons and see a possible need to develop the drain tunnel between Alta and Brighton. Not sure how feasible it would be cost wise but a train would be great, assuming it is quick, affordable, and convenient. Buses could work as well if they came every 5 mins and simply shuttled up and down the canyons. Right now, it is incredibly inconvenient to use the bus, especially if you are with kids. Midday it can be an hour wait between buses, even on a weekend. If a bus system is to be effective in LCC it needs to be like the bus system during the Olympics to Snowbasin and the other venues where you hopped right on. I agree with the shuttle system proposed for summer use in Millcreek. I also think cars should be charged in BCC and LCC with an option to buy a yearly pass.	Salt Lake City	03/12/2015
	concerned about the idea of tunnels and changing of landscape, environmentally and economically. Quick fix for Park City: increase more buses from SLC to PC, increase incentives to use. Light rail into PC great idea. Big pkg area already at Quinn's Junction and the old rail bed. But need to expand to base of ski areas.	salt lake city	04/26/2015

	Corridor purposes number 1 and 13 need to be considered top priorities when thinking about transportation in the Cottonwoods. Competitive transportation options and 'traveler experiences' seem absurd. There is no reason we should be compromising water sheds or the natural state of these mountains to enhance travel experiences. An improved bus system with better parking options in the valley and a more frequent schedule seems to be one of the best improvements. Aerial trams and tunnels do not let these mountains maintain their natural state, let's not ruin these beautiful mountains with eye sores like an aerial tram or create big tunnels, because once you start developing and altering nature, it's almost impossible to go backwards.	Salt Lake City	05/01/2015
	Costs are extreme	Salt Lake City	03/31/2015
	Current transportation infrastructure is outstanding. Limiting daily traffic, implementing bus-only transportation ala national parks are models that can be explored with minimal costs before talk of trains, tunnels, and additional roadways are needed.	Salt Lake City	04/13/2015
	Currently one HAS to use a car in Big Cottonwood in the summer. Even in the winter, bus service is limited, and not very functional or pleasant ( unless you are 13 and have no other options, that's who rides them) . See above. It would be OK to improve Guardsmans to the point it would be drivable in the Winter (how many tourists have I redirected cause the map , or row , google map , told there was a road there?), but you need the input of people who live in that area. Turning that road into a small highway doesn't really sound like what we want, either, and of course would have to be straightened and widened and that doesn't sound like it would maintain the area, would it.. Trains, better busses, maybe a third lane ( but then the canyon gets more hammered) but NO TUNNELS OR TRAMS	Salt Lake City	04/26/2015
	Dear Sirs (21 of you) and Madams (2 of you), I am an avid UTA (public transportation) user, in town and when going to the ski areas. How much will it cost the individual to use this new transportation throughout the canyons? As of now I pay \$10.00 a day to be environmentally conscious. Which is why the majority of people drive their car up the canyon. A family of 4 has to pay \$40.00 for a day of skiing just for the UTA Bus! It is mostly tourist, and a few of us locals that use the UTA for the ski areas, not the majority of the local population. If we build all this UTA infrastructure and the locals do not use it because of expense it would be a waste of time, money and energy and the only consequence, and not a good one, would be a burden on the lives of the animals in our mountains. Don't get me wrong, I love public transportation and saving the air, but do YOU take the bus to work everyday, or to the ski area? If YOU DO NOT use it, neither will our community. Suggestion... make the ski bus price \$2.50 the same as in town. That way a family of 4 only needs to pay \$20.00 to ride the bus. Thank you for your time, jannine hogan	salt lake city	04/24/2015
	Don't support interconnecting Big and Little Cottonwood canyon or the Canyons with Park City at all. NO TRAMS, TUNNELS, YEAR ROUND OPENING OF GUARDMANS PASS. Better mass transit in canyons is needed including buses, or a rail system. Canyons are already getting crowded on trails and slopes. Commercial development and transit improvement can be done on private property in Summit County.	Salt Lake City	04/30/2015
	Eliminate all language regarding a tunnel.	Salt Lake City	02/04/2015
	Encroach as little as possible	Salt Lake City	04/29/2015
	Expand the bus services. Rapid transport from downtown. More buses through the day that leave from the valley rather than just the mouth of the canyon. Have the buses stop at trailheads.	Salt Lake City	04/30/2015
	Expanding public transportation (i.e. trains/TRAX) to the various SL county canyons and Park City would be excellent. I imagine that would be a huge draw for out-of-towners. This plan would surely set a new precedent for mountain towns throughout the country.	Salt Lake City	02/08/2015
	Express bus service is a great idea but not trains. Passing a gondola from Sandy to Park City is a big NO! This will disrupt too much of the natural wilderness area and this mode of transportation is extremely slow and would serve very few numbers of riders. The gondola idea is a terrible idea. Train service up Parley's Canyon to Park City is a good idea.	Salt Lake City	04/30/2015
	Feel there needs to be an environmental impact listing or grading noted on each of the various Transit Mode Descriptions so the public can see which transit mode has the least long term impact.	Salt Lake City	02/25/2015
	First thing, please do not consider a tram. A gondola is an infinitely better experience than a tram. Light rail through LCC would be ideal, but I would like to recommend a light rail line continuing along I215 north to Foothill and continuing to U of U. This would accommodate almost all downtown SLC/university population that normally drive to the mountain.	Salt Lake City	02/10/2015
	For I-80 travel I support express bus with HOVs and for Summit County transit, I prefer BRT.	Salt Lake City	04/15/2015
	From recreational perspective, bike lanes in each of the canyons are a necessity, as well as a multi-use path going up Parley's Canyon from the bottom to the summit. Current plans of having the path just from the golf course to the summit are a good intermediate solution but it requires access through Emigration canyon which essentially doubles the distance and the elevation between the SL valley and the golf course, making it not very practical for everyone but seasoned bicyclists.	Salt Lake City	04/22/2015
	Given its relatively pristine condition, LCC is not an appropriate through-route.	Salt Lake City	02/05/2015
	Glad that widening roads is off the table.	Salt Lake City	02/25/2015
	Going back in time...in the late 1970's the University of Utah added a new department and degree program...Urban Planning. The department was run by Betsy Buns and Morris Johnson. The first class graduating with this new degree was the class of 1980. As a requirement, every senior class was required to draft a comprehensive master plan for a city of the directors choosing. The class of 1980 was a bit headstrong and was determined to choose their own city, which just happened to be Park City, Utah. At the time the Park City Planning Director was Bill Ligety, father of the famous skier Ted, and currently running a highly successful real estate business in Park City. Some have argued that as a result of the insight gained from the planning students, Bill switched to the dark side in order to reap the financial gain from the projected coming hoards and large influx of money. Keep in mind at the time one could purchase a home in old town for 50k and any vision of large capital improvements never mind real estate speculation was not the norm. Anyways, I digress, and apologize for the tangent but it will help frame the context of what I am proposing. As part of the comprehensive plan several transportation solutions were offered including routes from as far away as the airport. Due to the cost of printing many of these concepts never made it into the final printed document (which is located in the Planning Department at the University of Utah). One of the more intriguing ideas was that of a funicular style railway operating in a loop from the mouth of Parleys Canyon, through Park City, to the top of Big Cottonwood and over to Alta and down LCC ultimately returning to the mouth of Parleys Canyon. This was the vision of the planning students nearly forty years ago. The current proposal has the rail portion terminating at Kimball Junction. Why? Why not complete the obvious and make a loop with trains operating in both directions? This would enable some amazing recreation opportunities for all four seasons not just winter. Additionally it would eliminate the need for more chairlifts to connect the ski areas and over-the-ridgeline ski lifts and trams should be excluded because they change the character of the canyons immensely, constitute huge visual impacts and may, during construction, negatively impact both air and water quality in the canyons. I keep hearing the local ski resorts saying that they need to increase their customer base by connecting the ski resorts via lifts and tunnels. When most Utahns do not downhill ski, why are we being asked to fund transportation systems that mostly benefit a private industry that most Utahns do not participate in? I have talked to backcountry skiers in Little Cottonwood Canyon who are visiting from Europe (they also happened to be downhill skiers) and they remarked that they continue to come to Utah for skiing year after year because we have something that is rare in Europe, i.e., a backcountry that is NOT covered by ski lifts going over the ridges. I have visited areas in Europe that have ski lifts going over all of the ridges and always come away feeling that I'm glad that the ridges in the Cottonwood Canyons have, so far, been protected from the intrusion of metal posts, chairs, cables and trams.	Salt Lake City	02/05/2015
	Gondola between Big Cottonwood and Park City seems kind of intense . . .	Salt Lake City	04/13/2015
	Great idea to have a shuttle in Mill Creek, especially on the weekends. An aerial tram between the Cottonwoods and Park City would be impractical.	Salt Lake City	02/25/2015
	Growth in the central Wasatch is inevitable as is heavier use. As much as I don't want to see an aerial or tunnel linking Park city, Big cottonwood, AND Little cottonwood, I think it is inevitable. The blueprint provides a well thought-out, all inclusive solution that suites a range of views on the matter. While transportation corridors are connected, land and resources are also being protected. It's a win-win.	Salt Lake City	02/05/2015
	Have the transit system include only natural gas powered shuttle buses running up and down Big and Little Cottonwood Canyons year-round every half an hour. Trains, tunnels and over-the-ridgeline ski lifts and trams should be excluded because they change the character of the canyons immensely, constitute huge visual impacts and may, during construction, negatively impact both air and water quality in the canyons. I keep hearing the local ski resorts saying that they need to increase their customer base by connecting the ski resorts via lifts and tunnels. When most Utahns do not downhill ski, why are we being asked to fund transportation systems that mostly benefit a private industry that most Utahns do not participate in? I have talked to backcountry skiers in Little Cottonwood Canyon who are visiting from Europe (they also happened to be downhill skiers) and they remarked that they continue to come to Utah for skiing year after year because we have something that is rare in Europe, i.e., a backcountry that is NOT covered by ski lifts going over the ridges. I have visited areas in Europe that have ski lifts going over all of the ridges and always come away feeling that I'm glad that the ridges in the Cottonwood Canyons have, so far, been protected from the intrusion of metal posts, chairs, cables and trams.	Salt Lake City	02/16/2015
	High speed light rail to down town Park City up Parleys connecting to TRAX. NO interconnect between Park City and Cottonwoods. Bus service up Cottonwoods maximized and close Cottonwoods to private traffic on high volume days.	Salt Lake City	02/24/2015
	How would increasing bus service only meet the avalanche purpose? This does not make sense. I see it meeting 5, 6, 7, and 10. It also seems cheapest, fastest, and easiest to implement.	Salt Lake City	05/02/2015
	I agree that congestion in the canyons is a problem, as it has been for 20+ years on big ski days. I also agree that finding a way to get people out of their cars is a step in the right direction. I am not convinced that either of these goals are the real driving force behind the transportation plan and thus these are not addressed adequately. It is ridiculous to put in a transportation system for the purpose of "traveler experience." Our canyons are not an amusement park ride and putting money into a project that potentially compromises the water and land in those canyons for the sake of tourist dollars does not equal out. There is already bus service up the canyons. Who uses it? How could that be improved? Would anyone use rapid bus service? Opening Guardsman encroaches on backcountry access. Not ideal. Including and gondola or aerial tram under transportation is a farce. These are not methods of moving people along necessary routes to home or work, these are methods to make the Wasatch more alluring to visitors at the benefit of large companies that own the ski resorts. Where is the local benefit?	Salt Lake City	03/18/2015
	I am against most planned improvements and ski-links. The skiers already have enough land.	Salt Lake City	04/30/2015
	I am completely against all the proposition regarding rail systems or aerial trams or gondola.	Salt Lake City	04/30/2015
	I am encouraged that disincentives to the use of private vehicles are being considered, in conjunction with improved public transportation; however, the tunnel concept seems like pie in the sky planning, especially since existing public transportation has not been fully or effectively utilized and so much other road and highway infrastructure in Utah is in dire need of basic maintenance. While I find the light rail concept interesting from a traffic reduction point of view, a tunnel from the cottonwoods to the PC area would take the longest time to implement, and cost a lot of money when there are better low-cost alternatives. The light rail concept might be achievable within the cottonwoods themselves, and I see advantages to all users if it is run by the public for the public, and takes into consideration all users, not just customers of the ski resorts. I am an avid backcountry skier, and any such light rail system would have to include rail terminals at key backcountry trail heads in order to get my support. I am skeptical that this would even be considered in a cottonwood canyon light rail plan, especially given that there are already problems with the existing public transportation planning in regard to incentivizing reduction in private vehicle traffic from backcountry users. In particular, the reduction and/or elimination of UTA bus routes between the Mill Creek, Big and Little Cottonwood canyon park and ride lots. It is common for backcountry skiers to access terrain from Big Cottonwood Canyon and exit out Mill Creek, likewise similar scenarios between Big and Little Cottonwood canyons. Rather than driving two vehicles (leaving one at the access point and another at the exit point), it is much more desirable to be able to leave, for example, a single vehicle at the Mill Creek lot, then taking the UTA bus up BCC to access terrain, thus eliminating all vehicle traffic both between the base of these canyons as well as up them. I have communicated this to UTA numerous times over the years (so have many other backcountry users) and nothing has come of it, so my concerns that light rail up the canyons would potentially exclude backcountry access even further is not without cause. The concept of a gondola system linking the PC and cottonwoods I find ridiculous as a public transportation option and I absolutely do not support it as it would be owned and operated by the private ski areas and thus only benefit paying customers of the resorts rather than the general public. The ski industry has already tried this ruse twice now, and it has been solidly rejected by the public, I do not think the gondola concept deserves any time or space place on the mountain accord agenda.	Salt Lake City	05/01/2015
	I am extremely skeptical of the proposed mountain light rail and the tunnel that would link Little Cottonwood Canyon to Brighton and Park City. This seems like a billion dollar pipe dream that will never come to fruition. More and year round bus transit up the canyons seems like a much more reasonable and attainable alternative.	Salt Lake City	03/12/2015
	I am for reducing traffic and pollution in LC and BC but see no reason to connect these canyons with PC. All PC traffic and transportation should be kept in the Parley's Canyon corridor.	Salt Lake City	04/14/2015
	I am in favor of a carefully-placed light rail system.	Salt Lake City	04/14/2015

	<p>I am OK with the proposals for bus or train to Park City. However, the proposals for the Cottonwood Canyons are not well thought out. The first effort should be a 5 year pilot study in which low impact transportation options are thoroughly vetted and assessed. This would be cheaper and would cause less impact on the environment. My idea is as follows: 1. Dedicated, frequent buses to specific ski areas (for example buses just to Alta and just to Snowbird). 2. Incentives for bus ridership - continue with bus passes through season passes and other incentives, make more convenient parking available and increase transit options along the Wasatch Blvd corridor to make it easier to take the buses. 3. Disincentive driving up the Canyons - paid parking. 4. Consider options for one way traffic. The goal for these gorgeous canyons should not be to get as many people up as possible. This will not protect the environment. The goal should be to get a sustainable number of people up the canyons with as little vehicle impact as possible. It is irresponsible to propose a massive train and tunnel system without trying low impact, inexpensive options first. I also feel tunnels to Park City will overload usership of the Cottonwood Canyons to the detriment of the environment in these regions. I do not feel one of the standards by which transportation options are judged should be alternate egress from the canyons. The canyons are a natural environment with potential hazards. Our job, as humans, is NOT to recreate the environment in a way that is safe and convenient for us. We need to respect the hazards in the Cottonwood Canyons by having a responsible transit plan, not a plan which overloads the canyons and tunnels through mountains. I STRONGLY disagree with the proposed transit plans for the Cottonwood Canyons. You should try a low impact, low cost plan based on buses before even considering additional lanes, trains and tunnels in this beautiful environment. I support enhanced transit options along the east bench (Wasatch Blvd) and to Park City and within Park City.</p>	Salt Lake City	05/01/2015
	<p>I am opposed to all fixed inter-canyon transport options, such as ski lifts and gondolas. I believe traffic in the canyon is already far too heavy and that the best option is to invest heavily in bus services, including expanded nighttime and Sunday service.</p>	Salt Lake City	05/01/2015
	<p>I am very concerned about the proposed tunnels for the purpose of providing a speedier evacuation ability or to connect the resorts. All of us who use the canyon, understand the risk of road closure due to weather or avalanche potential. The Cottonwood Canyons are fragile and we do not need to find ways to help more people access them for the financial gain of a minority. I also do not believe that most people want to ski several resorts at the same time. It feels like a PR strategy for the ski resorts that looks inviting on paper, but in reality would not be utilized that often. I am in favor of a mass transit system that excludes trains and utilizes a sufficient bus system that replaces cars and can better track the number of people in the canyon in general or at the ski resorts specifically. A train system would mar the already fragile ecosystem and be an eyesore. I would be in favor of limiting the # of people allowed in the canyons on any given day.</p>	Salt Lake City	04/13/2015
	<p>I believe a tunneling system would most benefit the transit and traffic of the area. More public transit would be good, however regarding the building of light rail, trams, or gondolas are not how I would approach the scenario.</p>	Salt Lake City	05/01/2015
	<p>I believe that the Cottonwoods Canyon cannot take the increase in recreational users that a mass transit system would allow without affecting negatively the environment and the watershed or even the experience that recreational users would have, either inbounds or in the backcountry. The cost is the elephant in the room. I don't think it is in proportion with the economical return that we can expect, because, again, the resorts are very limited in their growth no matter what.</p>	Salt Lake City	05/01/2015
	<p>I can't remember the last time the canyons had to be evacuated due to massive avalanches. Safety is important but not having multiple evacuation routes in the canyons hasn't really been an issue, aside from the inconvenience of being stuck when an avalanche covers the road. The cynic in me thinks that these purposes were included to make an interconnect between canyons and possibly the park city area more palatable then just saying outright that the resorts really want it to make more money and letting the public decide on that merit alone.</p>	Salt Lake City	03/26/2015
	<p>I completely support greater transit options and disincentives to single-occupancy automobile use. While I do want light rail transit (LRT) up Little Cottonwood Canyon to the Park City area, I am a little uneasy about tunnel connections between Alta, Big Cottonwood Canyon and Park City. I completely support bus rapid transit (BRT) up Little Cottonwood Canyon to the Park City area without tunnel connections.</p>	Salt Lake City	05/02/2015
	<p>I definitely think there is a need to address the transportation problems we have in the Cottonwood Canyons. I am not 100% convinced though that the means proposed in the blueprint are the best for Utah as a whole. I think connecting the mountains first and analyzing the overall movement of people with less infrastructure might be the more environmentally friendly approach.</p>	Salt Lake City	02/04/2015
	<p>I do not like the tunnel idea -too much environmental impact. rapid bus service up LCC sounds great. We also need bike lanes.</p>	Salt Lake City	05/01/2015
	<p>I do support preservation of these lands. I do not feel that building transit would preserve the land. This would be harmful for the wildlife and ecosystems. I also have concerns about how it would affect our water supply. I would support more buses being added on the current roads. I would also support a toll fee to increase use of public transportation.</p>	Salt Lake City	04/30/2015
	<p>I do think that something needs to be done regarding reducing congestion in the canyon. I'm worried about the construction of these alternatives and how they could affect water, wildlife and access to hiking areas.</p>	Salt Lake City	03/01/2015
	<p>I don't know what the exclusive guideway is.</p>	Salt Lake City	04/26/2015
	<p>I favor optimizing bus service to all the ski resorts. I am opposed to a light rail system going up Little Cottonwood Canyon and I am strongly opposed to a tunnel system between Little and Big Cottonwood Canyons. I would favor a long gondola up Little Cottonwood Canyon. This would be a terrific tourist experience and would decrease auto traffic in the Canyon. A Gondola might work in Big Cottonwood Canyon also, although I recognize that it would have to be even longer. The easiest way to connect the Park City areas with Big Cottonwood Canyon would be to improve Guardsman Pass and keep it open in the winter.</p>	Salt Lake City	03/11/2015
	<p>I feel that the proposed actions are poorly thought out. Increased bus service with increased car parking very near the canyon mouth and with added restrictions on private cars in the canyon would work. Example, no private cars in the canyons on the weekends before 10am. Buses connect parking areas on timely schedule. Buses stop only once at each resort before 10am. Also buses run in the summer as well and accommodate stops at all access points at least once an hour. Avalanche sheds are long over due. Parking fees at all trail heads. Long over due. It is unfortunate that LCC is a "dead end" when it comes to emergency evacuation. A tram would not help here either.</p>	salt lake city	03/17/2015
	<p>I find it disappointing that it use to be easier to catch a bus from Cottonwood Heights up to the ski resorts in the late 90's than it is now. Limited stops and service has made me stop using public transportation to go snowboarding up LCC.</p>	Salt Lake City	02/04/2015
	<p>I fully support optimizing year-round Bus Rapid Transit for Big and Little Cottonwood Canyon. With plenty of parking at the mouth of the canyon. Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train). A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit. I am in full support of a year-round light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation. I am in full support of a year-round bus shuttle system for Mill Creek Canyon. A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit. The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers.</p>	Salt Lake City	03/10/2015
	<p>I generally support any efforts to increase public transportation - especially in the Cottonwood Canyons. Proposals to utilize aerial trams don't seem viable to me. BRT from the airport to PC seems like a no brainer. I didn't see it mentioned in the linked document, but for locals the UTA is not a viable option. It is expensive and simply takes too long.</p>	Salt Lake City	05/01/2015
	<p>I guess I'm okay--except I don't love the idea of building a rail system up Little Cottonwood Canyon. But again, hopefully adequate mitigation to construction damage can occur. And yes, a rail system to Park City is definitely a positive attribute--since it already is developed beyond recognition--i.e. freeway and multi-lane highway--so why not parallel them with a rail system.</p>	Salt Lake City	02/15/2015
	<p>I have never skied at more than one resort in a day and no one I know has either. Each resort has so much terrain to ski, you don't get bored and want to go some where else. People I've talked to are an Alta fan and main ski Alta or a Solitude fan and mail ski Solitude. While it sounds neat to be able to ski all seven resorts in a day, its a novel idea that people may do once but never on a regular basis. Connecting Big and Little Cottonwood via a tunnel is not valuable. However, shutting down the canyons to single or two occupancy vehicles is a good idea. Switching to natural gas buses or a light rail system in each canyon an excellent idea. anyone</p>	Salt Lake City	03/16/2015
	<p>I know this is a difficult and sensitive portion of this proposal and the future on the Wasatch mtns. but I feel that this proposal really missed the mark in this area. The proposal to put a train up the canyons is a bid absurd. It would be incredibly expensive, very invasive to the natural environment, water shed and overall beauty of the natural environment putting this in, it's constant use and especially tunneling through and destroying parts of the mountains. But besides all that, this drastic proposal is given without having any attempt to use the travel resources that are already in place...i.e. the roads. Currently the only buses going up the canyon go directly to the resorts, and are very spread out in their schedule. Why set up an efficient, frequent bus system that would have many stops going up the canyon. People would use it if it was reliable and stopped frequently in the places they want to visit. I honestly cannot see ANY justification to install a train without first attempting to use this resource. On another note, though not mentioned directly in this proposal, is the One Wasatch idea. This is even more absurd of an idea than a train. That would cause such a scar to the Wasatch back country, that I cringe thinking about this actually happening. Yes, it may create a few jobs during one summer when it is constructed, and then a few part-time, minimum wage lifies running it during the season, but that economic impact is so minimal and also directly targeted to the Park City tourists, with very little, if any benefit to the local population. Even in your own report, you say that the overwhelming majority of the use in these canyons is the local people. Why would we want to ruin it to cater to the desires of the Park City tourist trap. I will fight both of these ideas with pure passion. During the Ski Link debate, I was involved and even visited all of our congressional representatives in Washington D.C. to discuss the idea and share the views of the overwhelming majority of the people of the area who do not agree with these proposals.</p>	Salt Lake City	03/06/2015
	<p>I like most of the purposes. I don't recall hearing of people getting trapped in BCC or LCC, and so I don't know how big of a deal the emergency evacuation routes need to be. This is the mountains people, and we can't control everything. I think if we can provide protection for the road from avalanches, we probably don't need a separate emergency evacuation route.</p>	Salt Lake City	03/17/2015
	<p>I like the following ideas on the Transportation proposed actions: Transit incentives and automobile disincentives including parking/pricing strategies. Year-round local bus service in Big Cottonwood Canyon. 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. Shuttle service in Mill Creek Canyon. High capacity transit connections in the eastern Salt Lake Valley. Safety and access improvements for bicyclists and pedestrians. I do not understand the "Bus Rapid Transit" what is that? The photo looks train-like. I DO NOT support aerial, mountain light rail. And I extremely oppose a tunnel.</p>	Salt Lake City	02/24/2015
	<p>I like the idea of rail connecting the Salt Lake Valley to Park City and the Cottonwood Canyons. I am opposed to any tunneling that has been presented and believe Guardsman pass should be considered as a viable option. Additionally, Millcreek Canyon does not appear to be in any of the planning. That canyon has tremendous pressure from hikers, bikers, and evening use of the picnic areas. The road is very unsafe for all these users and at a minimum needs a designated bike lane.</p>	Salt Lake City	04/29/2015
	<p>I liked that goals were listed and the alternatives matched to the goals. That seems a very sensible way to approach a complicated situation.</p>	Salt Lake City	04/20/2015
	<p>I love the idea of a Rail from the University TRAX line to Park City via I-80.</p>	Salt Lake City	04/30/2015
	<p>I love the identified transportation alternatives proposed. I implore decision makers to make it all happen. Yes it comes at a cost and the public too should be open to investing in these proposed improvements.</p>	Salt Lake City	04/30/2015
	<p>I marked "Neutral" on this because I agree with about half of the ideas. The ideas that I think would be very helpful are the Fast Bus from the Airport To Park City (Because it's a huge destination, and then we wouldn't have to put a train up Parley's), second is the shuttle system at Millcreek (Then again, it depends on what the pay plan would be for the shuttle, also where in the world it would pick up) BUT, I think that's a great idea because Millcreek is such a small fun canyon, I think shuttles would be very helpful. My qualms are with the tunnel in Little Cottonwood to Big Cottonwood. Within the Recreational Opportunity Spectrum, you are covering some big ground with that connection. You are enabling the "assumed" wanting social condition - but it sounds like it will prove to be detrimental to environmental and (some) managerial conditions. The tunnel sounds like a cash grab, and more opportunities for money making at the expense of quality recreational experience. Quantity is NOT quality. Not only that, connecting the two canyons in the matter of a tunnel sounds "cool", "fun" and "fresh", but eventually it will become the muddied traffic jam, over-polluting mess that you were trying to avoid. Because of the proximity of the mountains, people love going there (as shown by the numbers) BUT, when you have that sort of flood gate open, of people being able to go between the canyons, I promise you that you will be receiving more vehicles and people than you can imagine, than the blueprint could have imagined, and then you'll run into problems. My proposal is, don't change anything about the connectivity of Big and Little Cottonwood Canyon. You can still initiate certain mitigation inside the canyons, but once you connect them its like splitting at atom - imminent doom.</p>	Salt Lake City	03/09/2015
	<p>I oppose any form of aerial transportation to accommodate increased traffic in the Wasatch. Those needs can be met with the other, less intrusive forms of transportation.</p>	Salt Lake City	04/22/2015
	<p>I put well, only if the idea of a rail system is completely banished. I already put my views on it in the previous boxes. With regards to the 1-80 corridor, I am in favor of a rail system up there. I believe the area works well for it. I think it will make it so people recreate in Park City more, and I do love the idea of that rail system going up to the Park City Mountain Resort.</p>	Salt Lake City	03/12/2015

	<p>I recognize that the traffic situation in Little Cottonwood Canyon is unsustainable on some winter days, and while I understand the impetus to promote a train version of a fixed guideway, I feel that the bus system is far from optimized and with proper implementation, could service both the ski resorts and dispersed users on a year-round basis far more effectively than a train. Providing copious parking near the mouths of the canyon would be a critical component of this. Without trying an optimized bus system using the existing infrastructure I feel it is impossible to justify major infrastructure changes (adding lanes or installing a train). Charging a per-vehicle fee - either a daily fee or an annual pass - would help subsidize the optimized bus/parking system and provide an incentive to ride the transit system. Incentivize ridership by making the bus fee free or only a nominal price. The bus system would need to have both a Snowbird-servicing bus and multiple Alta express buses. Current and future UDOT plans to add passing lanes on hwy 210 for private vehicles should be focused on improving bus transit systems. Snowsheds and/or bridges over side paths can/should be added for increased avalanche mitigation for the highway. I fully support optimizing year-round Bus Rapid Transit for Big Cottonwood Canyon. Again, with copious parking at the mouth of the canyon. A tunnel linking LCC and BCC is not needed. Improved public transit would alleviate the traffic issues associated with LCC, and the "safety" issues that have been ascribed to a tunnel have been overblown; there have not been any documented injuries/fatalities associated with overuse of LCC that would not be overcome with improved transit. Tunnel connections would create more defacto resort sidecountry terrain, effectively increasing the resorts' footprints. The tunnel would basically be a taxpayer-funded connection that would exist to benefit four businesses (ski resorts) with no/very little validation that such a connection would actually be economically beneficial to those businesses. There are no significant "problems" that an LCC/BCC tunnel would solve, despite a considerable cost to taxpayers. The same argument is applied to a fixed guideway system connecting BCC to Park City. It would not necessarily save time for PC-BCC travelers, is not supported by Park City officials, and would again be a taxpayer-subsidized benefit to a handful of businesses (ski resorts) who have not proven that such a connection would even be beneficial today, much less in the future considering global warming and the flat/declining trends of the resort skiing industry (according to their own study). At the moment parking is the limiting factor for pressurized use in the Cottonwood Canyons; enabling as many people as possible to use the canyon will result in more user pressure. Optimizing Bus Rapid Transit will be an intermediate step to moving possibly-somewhat more people up the canyon to put only moderate additional use pressure on the canyons. I am in full support of a year-round bus shuttle system for Mill Creek Canyon. I am in full support of a train/light rail system linking the Salt Lake Valley with Park City. This is a system that I feel would be used far more extensively by commuters and lower-income resort workers around the clock on a more-regular schedule than a LCC canyon train that would be associated almost exclusively for time-intensive recreation. The rationale provided for abandoning the Parley's rail transit - that was favored in the Transit system group - is that it would not be competitive with the freeway; however, this rationale was not applied to the successful SLC airport Trax line.</p>	Salt Lake City	03/09/2015
	I support an improved bus system over a rail system based on the existing infrastructure in place with the roads already.	Salt Lake City	03/06/2015
	I think adding tunnels or connections from park city to alta will cause additional problems, such as increased traffic in the canyons. I am a supporter of closing the canyons to automobile traffic other than a shuttle or light rail. Obviously additional stops would need to be added to facilitate mtb biking, backcountry skiing, snowshoeing, etc.	Salt Lake City	04/30/2015
	I think canyon traffic should use something similar to Zion canyon to reduce impact on the environment. I propose restricting canyon vehicles to a FREE shuttle, to incentivize use. This could be a combination of express shuttles to the resorts and in the summer there can be more frequent stops. Fees for the shuttle can be taken directly from a ski ticket purchase. For those who are backcountry skiers, climbers, ect. . . Who may want to be in the canyon during off hours of the shuttle, they will need to purchase either a yearly use pass or monthly pass in order to drive up the canyon and park a car in the canyon. Otherwise it should be restricted to the shuttles. A shuttle up millcreek is also not a good idea because it would be difficult with dogs and it is the only canyon that allows them. A shuttle system would work much better in the cottonwood canyons. If there needs to be a connection between park city and the other resorts, I favor a solution. That does NOT involve a gondola or other ski lift.	salt lake city	05/01/2015
	I think it's a travesty that a train is being suggested for Little Cottonwood Canyon and not for Parley's Canyon, which has 7 day per week, 24 hour per day, 6 lanes of traffic going constantly. It seems like a far more obvious place to invest the significant expense of a train would be there, which would benefit far more people during far more hours than serving LCC on the handful of powder weekend days per year when the traffic is truly problematic. Or, if that is indeed the major problem needing to be solved, why not build parking garages, charge a toll for cars driving up and make the buses free? I fail to see how increasing bus use fails to meet the other 13 corridor purposes but the train meets them? I would need to see some data to be convinced here that this is truly the case.	Salt Lake City	02/18/2015
	I think light rail is a very good idea. Tunnels seem totally ridiculous though.	Salt Lake City	03/05/2015
	I think the cable way system would provide for the most scenic and safest form of transportation up the canyon. Stops can be made along the way for people to get out and explore. Large spans of area can be covered without the need to build towers and structures. The views from the cable way would be unbeatable and provide a tourist attraction of its own. It could chis-cross the streams to get views of the entire canyon. It could be similar to a rainforest tour but in the mountains of the Wasatch	Salt Lake City	04/30/2015
	I think the focus should be on improving the existing bus service, not on building fancy new infrastructure	Salt Lake City	03/16/2015
	I think the need for expanded parking near the mouth of all the canyons is critical if we are expecting people to use mass transit up our canyons. If the parking issue is not addressed, I believe people won't use any of the mass transit options. (just look at how fast the parking lot is full at the mouth of Big Cottonwood during ski season. Anytime after 9:00 AM, it's full. I) I also am in favor of some type of disincentive for people to drive up the canyon. This can be accomplished by 1. Toll Booth (similar to mill creek). 2. charge for parking at the ski resort lots. 3. Reduce parking space/options up the canyon. (prohibit parking on the highway shoulder. if there is a designated bike lane, there shouldn't be parking of cars in this lane anyway.). Finally, the people always assume the traffic issue is only bad in the ski season. Actually, there is more daily traffic in the summer and fall. Therefore, the mass transit options are really needed year round, not just during ski season. I have lived up Big Cottonwood canyon since 1982. I cannot tell you how the traffic number, noise, pollution, and over all danger of driving in our canyons has become. Between the increased cars, bikers, and runners and the way no one is separated, it's becoming dangerous and decreases the experience for everyone.	salt lake city	04/29/2015
	I think the transit options, like trains and trams, to connect Big & Little Cottonwood Canyons and BCC and Park City cannot be built with negatively impacting the natural ecosystem to a high degree. Use of these trains or trams to connect these canyons will continue to harm the ecosystem over time and diminish any gains in any other parts of the blueprint. Other than these intrusive, unnecessary trains, the plan looks solid.	salt lake city	05/01/2015
	I think there should be light rail along the Foothill/Wasatch Blvd corridor, all the way to LCC. Also light rail up LCC, and probably BCC as well. Put a gatehouse on the roads up the two canyons and charge cars \$5-10 each. Use this to defray the cost of rail and offer it free to users to encourage use.	Salt Lake City	04/28/2015
	I think transportation is the biggest issue in our canyons. I like the idea of light rail. I've often thought that reducing car capacity and increasing public transit and at the same time incentives for cyclists and hikers is the way to go.	Salt Lake City	04/29/2015
	I think transportation issues could be resolved without further development, by requiring mandatory bus use on high-traffic days.	Salt Lake City	05/01/2015
	I thought a "no action" option had to be included within the proposal? While I know this must be included once the Forest Service begins the NEPA process, I still believe there are less costly and impactful options that need to be considered or adopted for a time prior to the creation of a tram, tunnel, etc. The construction of any of these proposed transportation types will ultimately create serious, permanent impacts to a canyon that caters to skiers/snowboarders, a possibly dying industry as climate change continues. The use of disincentives is a great place to start, but I think shutting down the road to any private vehicles must be considered and tested prior to an impact that will affect the canyon and future generations. Increasing bus routes should be part of the proposal because cost will be minimal and benefits could be great.	Salt Lake City	03/13/2015
	I very strongly oppose the option of a train. This could possibly destroy much more of the environment than is indicated in the plan as a whole new corridor would have to be provided through Little Cottonwood Canyon while still retaining road service. The cost would be astronomical and the usage would primarily be for less than six months of the year. A dedicated bus rapid transit service within Little Cottonwood Canyon would deal with the car congestion on the road. I don't see any advantages with connecting Alta with Park City, and I fear that this project could severely impact the watershed. The canyons provide an enormous source of water for the Salt Lake valley	Salt Lake City	05/01/2015
	I would favor the BRT, it would allow greater access with less need for disruption of a fragile environment. I also like the idea of a rapid from the airport to Park City. This could be a real plus for the area.	Salt Lake City	05/01/2015
	I would love to have nothing but light rail to access BCC and LCC. Get the cars out except for residents and service/emergency vehicles.	Salt Lake City	04/30/2015
	If at all, maintain the existing road (Guardman's Pass) for year round use. That has to be easier than building and more tunnels and a tram.	Salt Lake City	03/02/2015
	If the focus is on stimulating the economy while moving people and protecting the environment, then the logical choice is trains or light rail systems. The I-80 corridor is an ideal place for mass transit. People coming to visit the valley should be able to travel during their vacation without every having to drive a vehicle. This should start with a connection from either the Sugar House Street Car or a University Connection up Parley's. This would lessen the vehicle emissions in the valley as well. Park City already has a solid transportation system from Kimball Junction to town, why not expand on the already existing infrastructure. This would be a novel way for people visiting to travel. This should be looked at more closely. I have heard that people are wary of taking out lanes on I-80 because it is an already established transportation corridor. But a train is much more sustainable over the long run. Not only that, but creating more traffic on I-80 would pressure residents to use the to be established train system.	Salt Lake City	03/20/2015
	If there is going to be a train up LCC, where will the additional parking lots go at the base of the canyon? Will there be a fee to park in addition to then taking the train?	Salt Lake City	02/12/2015
	If there is going to be a train up LCC, where will the additional parking lots go at the base of the canyon? Will there be a fee to park in addition to then taking the train? Finally, I do not think it is necessary to connect the cottonwoods to park city. It seems like it would only increase the potential "commuting" traffic through an otherwise "recreational" area.	Salt Lake City	02/12/2015
	If you're gonna have public transit, you must make it convenient (see above comment). As someone who would prefer to use public transit to access the ski resorts, I found the terms of operation of the UTA busses so painfully inconvenient that I had to take my car into and out of the canyon everyday to get to work or to return from work. You're only gonna convince car-dependent visitors to use mass-transit if it is more convenient (and cheaper!) than taking their own vehicle.	salt lake city	03/04/2015
	I'm concerned about taxpayers paying for rail or tunnels, and very concerned as a rock climber about the affect on roadside bouldering and crag access.	Salt Lake City	03/16/2015
	I'm glad you're going to take more time on this and seek additional input.	Salt Lake City	03/13/2015
	I'm of the opinion that rail is a good option, AS LONG AS, individual vehicles are prohibited or significantly reduced (exempting emergency and service vehicles). I'd particularly like in favor of rail connecting Salt Lake and Summit counties via the I-80 corridor in Parley's Canyon. There are many opportunities beyond Park City that would benefit by not being reliant on a personal vehicle (Union Pacific Rail trail, Jordanelle Trail, Middle Provo River, Mirror Lake Highway and Uintas) Mill Creek, severely needs a ban on individual vehicles, much like Zion. And as a canyon visitor of many decades I've seen no signs of the fees being put to use; because of this I'm weary of proposals for fees in the other tri-canyons. More buses: I don't know anyone who would take additional buses that doesn't already utilize buses, although any summertime alternative to using my vehicle to access the tri-canyons is a positive step forward. Rail along the foothill corridor (Foothill/Wasatch Blvd) would be a huge incentive for me to use the existing east/west buses and forgo my personal vehicle altogether.	Salt Lake City	02/05/2015
	I'm very concerned that potential transportation solutions will negatively impact existing climbing areas, especially in Little Cottonwood Canyon. Please work with the Salt Lake Climber's Alliance to identify climbing areas. There are boulders both by the road and the south side trail in LCC.	Salt Lake City	03/17/2015
	I'm worried about the details of both the Tram up from Big Cottonwood to Park City. Details are everything, and it could be horrific or it could be great. I am utterly unsure what it would end up in reality. Could ruin Millcreek, could be amazing. As to the train/rail up LCC, see above comments. thanks, Amy	Salt Lake City	04/30/2015
	I'm worried about the environmental impact of a train. I'm also worried about what specific routes a train would take and at what points tunnels would enter and exit. I guess I think protected bus and traffic lanes is the best course of action.	Salt Lake City	04/28/2015
	Improve the transit situation up and down Little Cottonwood Canyons but do not add the user pressure of connecting these canyons to the Park City side.	Salt Lake City	05/01/2015
	Improving mass transit up the Cottonwood Canyons from the Valley has obvious positive environmental benefits, particularly in the long term. Is it a critical need to connect Park City to the Cottonwoods? No. This benefits ski tourists staying in Park City (and those providing their lodging), but any harm that may come to the watershed and mountain ecosystem by creating those transportation corridors adversely affects year-round residents (as well as the tourism industry).	Salt Lake City	03/02/2015
	IN LCC. On days where the Road/parking is Maxed out, SO IS the skiing. a natural cap. Something to Create unique, attractive "traveler experience" to increase tourist, and move MORE people, is NOT necessary. a simple system to get people, not cars, up the canyon is Great. and we certainly DO NOT need something to get people from Alta to Brighton To Park City. we already have something called I 80 and Parley Canyon to get to those resorts.	Salt Lake City	04/30/2015

	In my opinion, I think the proposed transportation concept D would be the best plan to build for the future of the canyons. An additional rail route up and down Big Cottonwood Canyon should also be considered. The volume of personal automobiles now allowed to access Big and Little Cottonwood Canyons has strained the road system to its limit. A European model for access comprised of electric trains connecting to existing transit systems in the Salt Lake Valley and the Wasatch Back would serve the future of the area far better than another bus system, susceptible to delays from ever increasing automobile traffic, and also contributing additional pollution in the canyons from exhaust fumes. In the future, all personal transport in the Cottonwood canyons could be transitioned to this electric rail transport, protecting the canyons from the numerous machines which are now constantly running in these areas, creating both noise and air pollution. If the Mountain Accord Transportation Concepts are the vision for the future, it is time to consider capital investments in solutions which will benefit generations of Utah residents and world visitors, such as Concept D. An extended bus system is not a visionary plan to protect the canyons. It is a 5 to 10 year solution.	salt lake city	05/01/2015
	In order for Mountain Accord's transportation plans to succeed, there also needs to be significant investments in transit service in Salt Lake County, Summit County, Wasatch County, and elsewhere in Utah. If we fail to provide sufficient transit service to reach the mouths of canyons, users will be forced to drive to park and rides, and after discovering that they are full, they will be forced to keep driving up the canyon. In order for the system to be successful, it needs to get the majority of canyon users to out of their cars for the entirety of their trips.	Salt Lake City	03/09/2015
	Incentives to reduce individuals driving with a reliable and user friendly transit system that people trust is key.	salt lake city	04/11/2015
	Increasing public transit options along existing routes is great, but any extension beyond that is poor planning and a waste of resources.	Salt Lake City	02/10/2015
	intended are good	Salt Lake City	04/23/2015
	It is definitely good to improve public transit options for all the canyons and discourage individual car use. People will only opt for public transit, though, if it's convenient and affordable. It needs to be made this way. I'm not opposed to parking fees to discourage driving, but only if it's coupled with better access via public transit. I think the tunnel scenario to connect the cottonwoods to park city is a reasonable compromise. I am definitely opposed to a ski-link gondola or external connection: a tunnel, if done well, could present the wilderness of the upper cottonwoods while allowing people a chance to travel through there. Better bike lanes would also be great, to encourage more people to ride up canyon rather than drive without fear of traffic.	Salt Lake City	03/12/2015
	It will be difficult to go from automobile accessible ski resorts to bus only, but it is the right decision to minimize impact on the canyons. Will there be parking lots or other areas to stage the bus system base for access to visitors and locals? I didn't see this addressed.	Salt Lake City	04/26/2015
	It would seem rail is far too expensive. I support busses and expansion of Guardsman. If road widening is implemented, it should be exclusively for bus rapid transit. No to gondola or tram. Honestly, I think part of the solution is to make it harder to get in, so that only those capable to get in on foot/bike/ski are the ones rewarded to enjoy it. Cars are the problem more than people.	Salt Lake City	05/02/2015
	Its not necessary. Nor do not create a illusion that there is. It will do more environmental harm than good. Greed...	Salt Lake City	02/04/2015
	I've already stated my position re trains in the canyons. However, train service up Parleys linking SLC and PC would be a great idea. This would help not only out-of-towners but local commuters as well.	Salt Lake City	04/16/2015
	Keep bus (BRT and/or LB) in the mix for Little Cottonwood as bus allows increased routing flexibility and frequency of smaller units conveying passengers. Typically, infrequent service reduces passenger use.	Salt Lake City	04/29/2015
	Keep mass transit and busses out of Millcreek Canyon!!!	Salt Lake City	03/26/2015
	Leave the Wasatch the way it is	Salt Lake City	02/05/2015
	Let me be clear...Skilink, Interconnect and similar methodologies of transporting people via ski-lift or gondola between several resorts should not be considered as part of this accord. They have far too great of an impact on the environment to warrant what we would lose in exchange. We live in a desert. Snow is not guaranteed. Why build devices that may lie rusting in years to come from lack of use. Interconnect is nonsensical except to those seeking to obtain a profit at our expense. Skilink, Interconnect and similar plans to connect via aerial transportation are bad visually and environmentally...don't tear apart the land we love to overdevelop it.	Salt Lake City	02/06/2015
	Light rail and bus seem to be viable solutions. Light Rail via existing tunnels to connect the canyons would be good as well, but we need to keep our ridge lines and not have more lifts/trams.	Salt Lake City	02/24/2015
	Light rail is a waste. How can UTA even suggest they will have the ridership to support light rail (is this public information, where can I find it)? Does this take into consideration that the tourism industry will be non-existent in 2040 due to climate change?	Salt Lake City	04/28/2015
	Light Rail Transit in Little Cottonwood Canyon is really the only option we should be seriously considering. The benefits from this approach are clearly better than the other alternatives in all of the listed corridor purposes. It will protect the environment and the watershed from automobile overuse and reduce congestion all while safely and effectively connecting the major resorts.	Salt Lake City	05/02/2015
	Light Rail up Little Cottonwood or Big is for the benefit of Snowbird and Alta - not the community at large.	Salt Lake City	03/22/2015
	Light-rails on the State Roads need to be pushed for further discussion! The biggest bite would stem from a rail from the University TRAX line to Park City via I-80. In addition to a BRT guideway in LCC, combinations of incentives for transit use and disincentives to auto use need to be considered. Even with a well working and attractive BRT in effect, people will be enticed to want to share their transiting with others on a bus or shuttle. The general population has learned that personal transportation is the most time effective and convenient way of moving around, and a BRT will nullify how "easy" the drive to and from the canyon actually is, so for those who have never used public transit or have aversions to using it for an array of reasons need to be rewarded for using the BRT. Over time, personal auto use should and ought to become disincentivized.	Salt Lake City	02/23/2015
	Like a Swiss watch. It will work if it runs like a Swiss watch. .... but no so inflexible that you "cant get there from here" ... As in trailhead. Personally, I like the tunnel idea. It is expensive, but it creates a truly world class mountain experience.	Salt Lake City	04/30/2015
	Little Cottonwood Park City is not a "conductor". No transportation is needed there. Otherwise, I like the idea of shuttle busses and expanded UTA service. Increase hotel taxes or something - have the tourists pay for that.	Salt Lake City	02/06/2015
	LOmit Ski Resorts and lift to their present. NO MORE LIFTS ARE NECESSARY	Salt Lake City	05/01/2015
	Love the idea of a mountain rail in LCCI	Salt Lake City	02/09/2015
	Mass transit, as used in our national parks, makes sense. But it is irresponsible to widen existing roads or attempt to make room for rail systems. Aerial trams just further scar natural landscapes. Making it possible to "just pass through" our canyons and ignoring their value as destinations is unconscionable. So my support of mass transit and the detestable thought of aerial or rail transport puts me at a "neutral"...which pretty much nullifies a number of these questions where there are both good and ugly aspects.	Salt Lake City	04/23/2015
	More forward thinking and practical transportation solutions including forgetting the senseless tram idea and instead increasing a fast rail option along the I-80 corridor and mountain rail in BCC and LCC without the use of expensive tunnels or at least limit tunnels. LLC rails system to connect over to Park City area. Do not construct new roads over to Park City side out of any canyons and do not improve guardsman pass for cars! Instead find a rail solution along I-80 and up and over LCC and out and back in rail service in BCC and prevent private vehicles from using guardsman pass all together. Limit this road to a shuttle system, no cars but connected by rail! Improve bike access and safety on all existing roads including guardsman. Ariel Trams are a slow unsightly way to move people.	Salt Lake City	04/19/2015
	More mass transit	Salt Lake City	04/30/2015
	More shuttle busses and closed roads to traffic would be most beneficial. Building an expensive rail system destroys the land and costs too much to benefit anyone. Look to Zion NP for an example of how to do shuttle right.	Salt Lake City	04/30/2015
	Nearly all of the proposals are very poor suggestions in my mind. I like the BRT suggestion up little cottonwood and up to PC (from the airport). I am highly against any LRT or aerial connections and I am ADAMANTLY against any tunnel system. I cannot stress how strongly I oppose these transportation options (esp the tunnel).	Salt Lake City	02/04/2015
	Need to better understand all alternatives, costs, sources of funding, ROI.	Salt Lake City	04/29/2015
	needs to happen - and if it doesn't happen before Cottonwood Heights plans & buys the quarry at the bottom of Big Cottonwood, there will be no room for a hub or parking.	Salt Lake City	04/29/2015
	No connections should be made to create connections between Alta, Big Cottonwood Canyon and Park City. No tunnels!!! No trains! Only bus/cars on roads that already exist.	Salt Lake City	05/01/2015
	No more aerial transportation please.	Salt Lake City	04/30/2015
	No one doubts the necessity for a solution but none of these plans are without flaws. A better organized ability to get from the valley to resorts would be great. The traffic and filled lots at the bottom are atrocious. However, given the small size of our mountains, I am against any permanent development, such as light rail and gondolas. Certainly no tunnels.	Salt Lake City	03/30/2015
	No train through a tunnel to Park City. People can drive or take mass transit, if they need to ski in multiple areas. Make fast busses to Park City!	Salt Lake City	04/30/2015
	No train up LCC! NO TUNNELS! NO INTERCONNECTS! All of these would drive a stake through the heart of the Wasatch. A decent, affordable bus system that goes where people want to go, when they want to go, is the only transportation alternative that makes sense for the landscape -- and the only one that would actually improve the watershed rather than degrading it.	Salt Lake City	04/04/2015
	NO TRAINS IN THE COTTONWOODS!! NO TUNNELS!! NO INTERCONNECT!! Express busses, though less glamorous make more sense. The only people that a PC/Cottonwoods connection benefits are ski resort owners, they are a useless marketing gimmick.	Salt Lake City	05/02/2015
	NO TRAM. NO TUNNELS or interconnect of any kind. We should be preserving the character that has made us world famous! NO Train up LCC. Agree with a BRT solution (with Snow Sheds) for Big and Little Cottonwood canyons. Agree with BRT/Rail solution for SR 224 and 228. Agree with trail system improvements. A BRT solution for LCC (with snow sheds) will be the most economical, most reliable, and will serve needs of users and ski resorts. Eliminate single-occupancy vehicle use in BCC/LCC from Dec. 15 Thru March 15. Buses and HOV use only.	Salt Lake City	03/02/2015
	Not in favor of any aerial trams.	SALT LAKE CITY	02/11/2015
	Of the four proposals, Option D needs more fleshing out as it will likely be the most flexible and least burdensome to taxpayers. A rail system in LCC seems like a very over-engineered solution, and needlessly expensive for local taxpayers. The traffic problems up LCC are primarily limited to a handful of days in the year, when there is fresh snow and avalanche danger is high. Addition of snow shelters will help alleviate delays and expansion of the base facilities at the resorts will allow more out of town visitors to be at the resorts and not traveling from the metro SLC area. A rapid bus system is a flexible solution that can be implemented when needed and can transport larger number of skiers in a continuous fashion vs a train. In addition, outside of these peak travel times in the winter, it does not seem likely that a train will see much use the rest of the year. Bus transit between the canyons through a tunnel system needs much more study on the environmental impact to the watershed quality. In addition, this primarily serves to move skiers from PC to LCC and BCC (is that what Vail and Deer Valley really want rather than keeping their skiers in PC)? What is the percentage of visitors traveling from PC to the SLC area during ski season contributing to congestion and is it significant? Most of the traffic congestion in the canyons is primarily from local rather than out of town travellers I cannot support a tram between Park City and BCC. This is a poor transportation solution for rapidly moving people and a scar on the landscape in spring summer and fall. One issue that has not been presented with either bus or LRT up LCC and BCC are the need for increased park and ride facilities at the bases of the canyons. Incentives and	Salt Lake City	03/16/2015
	Park City does not need to be connected to LCC in any way. Regarding trasport up and down LCC, increase the buses, build parking and encourage carpooling.	salt lake city	05/01/2015
	People just don't leave their cars unless they have to. I have little faith in this making a big impact.	Salt Lake City	02/05/2015
	Please address how the disputed areas will be handled instead of leaving them open for discussion - i.e. Grizzly Gulch. Please provide more content on where you want to put lifts and how many access roads will be needed to maintain the lifts. Also provide details as to where those roads would be placed. This report is vague at best, barely mentioning aerial transport. While progress has been made with this accord, it lacks depth and detail that is needed to garner support. Additionally - would a train be added while keeping the existing road open or would the road be shut down? That needs to be addressed. A train isn't a bad idea if the road itself is shut down, or access to the canyons is limited by shuttle. But to have both the road packed with cars and a train cruising up and down the canyons that seems to be a very poorly planned idea. Additionally, please convince us that all of this is necessary for an industry that is steadily declining and more people are exiting the sport of skiing than entering into it. Also, is all of this necessary with the snow we have been receiving in recent years? We haven't exactly been having stellar winters. I do not see any of this addressed in the study. I do not support this plan in its current state.	Salt Lake City	02/16/2015
	Please do not make any changes. The crowds are out of control already and you are looking to INCREASE capacity? Is anyone with a gram of intelligence left in government today?	Salt lake city	03/15/2015
	Please include in the transportation options up Little and Big Cottonwood canyons a preference for zero-emission vehicles (like electric cars) and give preferential treatment to zero-emission individual transportation up the canyons. This would also include quick-charge stations at the bottom of the canyons. This removes noise and exhaust. Polluting cars and diesel should be discouraged from heading up the canyons. A diesel-powered vehicle can pollute and long stretch of "air" for minutes at a time making it unpleasant and unhealthy for "clean" visitors of the canyons. Regarding light rail, the tracks should be kept next to the road in the lower part of Little Cottonwood Canyon to not use more land from the beautiful area in the middle of the canyon, the stream and the current Little Cottonwood Trail and the old granite quarry.	Salt Lake City	04/26/2015
	Please look at alternate transportation resources: not car only. The plan does not adequately outline alternative transportation.	Salt Lake City	02/06/2015
	Please see the detailed comments provided by the Wasatch Backcountry Alliance, which represents my feedback for purposes of this comment box.	Salt Lake City	05/01/2015
	Please use the least invasive forms of transportation (buses instead of fixed rail lines), and protect the ridge lines by not building trams or gondolas over them.	Salt Lake City	05/01/2015

	Please, no trains or tunnels. They will forever change the character of the Wasatch in a very negative way.	Salt Lake City	04/30/2015
	Providing mass transit will crowd our roads making road cycling less enjoyable, and also increase traffic on our wilderness trails leading to further degradation of our natural resources and recreational areas. We already have issues with people using graffiti in the mountains, not packing out everything the pack in, etc. so increasing the traffic in these areas will only increase the degradation.	Salt Lake City	05/01/2015
	Purpose #3 in LCC needs attention. I don't support any kind of UDOT avalanche mitigation policies in LCC. It is a steep canyon that receives substantial snowfall; avalanches are going to happen. Delays are going to occur. We should accept these situations as part of living in this kind of environment, rather than trying to engineer our way around or above the existing and future avalanche hazards.	Salt Lake City	04/14/2015
	Same as above: * What about optimizing rapid transit and private shuttle systems up BCC/LCC. * Possibly reconfigure road to minimize avalanche hazards and improve bus transit/shuttles from valley transportation hubs. Use disincentives for driving by limiting parking, charge for parking and charge for a variety of permits to drive on canyon roads. * There needs to be much more data to determine what the best ROI is for taxpayers. It is very hard to believe that trains and tunnels up LCC to BCC to PC benefit more total users, improves the economy and reduces more air pollution than using the money to improve the Provo to SLC to Ogden corridors so people can commute more efficiently, be more productive, and reduce related pollution. Provo to SLC. * There needs to be more data to compare various transportation options as well. Using a corridor up Parleys to the Wasatch Back seem much more logical from a cost, environment, changed canyon character, water damage, than trains/tunnels in LCC. * Compare the ROI on the above options to a re-configuring of the LCC road to support an optimized rapid transit system. * Provide lots of parking at business hubs near the mouths of the canyon to connect with optimized rapid transit systems.	Salt Lake City	03/02/2015
	Same basic position as Wasatch Backcountry Alliance (WBA), Winter Wildlands Alliance (WWA) and Save Our Canyons (SOC).	Salt Lake City	04/30/2015
	Same issues as above. Light rail and trains in the canyons and service through to the Park City area would benefit ski resorts at too high of an expense. It seems that the bus option is deprecated but it shouldn't be. Perhaps private cars should be limited instead.	Salt Lake City	03/25/2015
	See above	Salt Lake City	04/30/2015
	See above comments re: Little Cottonwood Canyon.	Salt Lake City	05/01/2015
	See above for my comment on the UTA plans. I spent a couple hours researching it with them and have 44 years of UTA experience to inform about how they actually come through.	Salt Lake City	03/17/2015
	See above. Railways up Big/Little will be of benefit. Tunnels connecting those and on to PC will promote sight seer traffic and destroy wilderness experience for all users.	Salt Lake City	02/06/2015
	see above, need separate bike paths mass transit needs to be more appealing than the comfort of one's car	Salt Lake City	04/30/2015
	see first statement	Salt Lake City	05/02/2015
	See my comments above	Salt Lake City	04/29/2015
	See my comments in previous sections. I support alternatives to a rail system because it is a terrible idea and will ruin little cottonwood and a lot of magnificent mountain terrain. Buses are fine and possibly improving the existing route up big cottonwood over guardsmen pass into heber and park city, maybe make it navigable year round. If you must do a rail perhaps due to some corporate expansion pressure please put it in parleys since it has the most traffic.	Salt Lake City	05/02/2015
	seems reasonable provided that real environmental protections for the area are maintained (eg, the normal permitting processes are not skipped)	Salt Lake City	03/16/2015
	Several of the alternatives - namely trams to Park City, shouldn't be considered part of transportation improvements. They are like ski area expansion.	Salt Lake City	04/27/2015
	Some better than othersThe c and d proposal does not.	Salt Lake City	05/01/2015
	Some ideas are excellent, like transit from the airport to Park City, but others are less sustainable/environmentally-friendly like the tunnel.	Salt Lake City	04/29/2015
	Stick with the buses. Give people assentives to ride them.	Salt Lake City	03/12/2015
	Still sounds vague but better public transportation is needed. At least it needs to be utilized better than it is now. Tolls? Better advertisement? More parking at the park and rides.	Salt Lake City	03/12/2015
	suggesting ways to cause further destruction in these canyons is not appropriate. We have the ability to decrease traffic, pollution, and impact on the canyons with buses. No need to make a rail system. It would truly destroy these canyons and make a lot of money for a chosen few. Not appropriate.	Salt Lake City	03/04/2015
	Surface transit will always be problematic in BCC and LCC, sometimes even Parleys.	Salt Lake City	04/30/2015
	Terrible idea: Alternatives Proposed to Advance for Further Consideration A. Light rail transit (LRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City. B. Bus rapid transit (BRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area including tunnel connections between Alta, Big Cottonwood Canyon and Park City. C. Same as above but with aerial transportation (such as a gondola or tram) in the segment between Big Cottonwood Canyon and Park City. D. Transportation system management alternatives, which are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways. Also any development that increases traffic unnecessarily into the Cottonwood Canyons is unnecessary and counterproductive to the initiatives of the Accord. Park City development should be completely a separate issue from Cottonwoods Development. Inter connectivity will only create problems where non exist currently with land development pressure to ever increase in decades to come.	Salt Lake City	04/17/2015
	The 13 purposes are contradictory. Those aimed at increasing canyon usage violate those purposes aimed at protecting the watershed and limiting development. By meeting all 13 purposes you create a positive feedback loop that feeds the ski industry like a vein growing to feed a tumor. What is needed is a negative feedback loop that puts a natural limit on canyon usage, keeping it at a sustainable level. The present system is self-limiting. I go up one or other of the canyons nearly every weekend year-round. Rarely do I experience problems. When the weather's bad or the resorts are busy or a trailhead is full, you learn to avoid that particular area. The concept is that each canyon has an existing transport capacity...which acts as a natural limit to usage...which is a good thing if your real purpose is to protect the mountains and watersheds from degradation. Alternatives proposed:	Salt Lake City	02/10/2015
	The actual outcomes are all represented well. I agree that we need to engage these issues. The document does a good job of evaluating the costs and benefits of each proposed transportation solution. But I still do not agree with several of the options. Certainly a combination of tax and bussing/ carpooling is the solution but where these different lines start and end is my concern. I do not think a tax line up the canyon will be helpful, it will alter the canyon in a huge way. In terms of reducing emissions these lines still run on coal fueled energy so there is contention among that issue as well.	Salt Lake City	03/16/2015
	The blueprint assumes a direct connection between BCC and PC and LCC and PC. This would fundamentally alter the character of BCC and LCC. No transportation between these areas should be considered other than via existing highways (though I support modifying those roadways to accommodate public transport and, if environmentally practicable, mass transit). Light rail up and down Parleys to Park City is acceptable. I doubt very much that it can be implemented in LCC responsibly. No Interconnect or anything like it--this idea has been floated for forty years, and every time it gets rejected, the ski industry, like a persistent toddler, comes back and asks again. I am cynical that this entire process is just another attempt to do so. If it is a serious attempt to develop a plan for the future, it needs to provide a final NO for connecting the ski resorts in the Front and the Back directly, whether by lift, gondola, tunnel, or road.	Salt Lake City	04/28/2015
	The concept of train or bus tunnels or gondola routes from the Cottonwood Canyons to Park City are not transportation improvements, they are real estate plays and tourism gimmicks. Increased year-round bus service, and strongly discouraging auto traffic up those canyons through usage fees, reduced parking availability and parking fees should be emphasized. Any transit method that better connects the airport to Park City area is fine, since that area is just a suburb of Salt Lake anyway and needs better transit for all the daily commuters.	Salt Lake City	04/08/2015
	The Cottonwood Canyons could be managed better with improved roads, bike lanes, and improved parking. Utilizing the UTA and shuttles is a great way to get individuals up the canyons to the ski-resorts, but for families and spontaneous mountain users, public transportation just won't do. We are a "spoiled" and selfish community, resistant to change.	Salt Lake City	03/11/2015
	The economic viability of our recreational opportunities in Big and Little CW Canyon is tied to the ability to move people to and from the resort/recreation areas. Much thought needs to be given to the fact that traffic and parking are a problem because the transit system is not adequate and is a miserable experience. For instance, if I want to take the bus to Alta, which costs less and is more environmentally friendly, it not only takes 2-3 times the amount of time to get there, it is a physically miserable experience (tight spaces, poor ventilation, uncomfortable ride, etc.). I would rather pay more and arrive at my destination feeling ready to recreate. Additionally, penalizing persons for making a choice to transit in comfort is the kind of thing dictatorships do. Don't charge people for parking or use of the canyon. Solve these problems, not through pain, but through good ideas and effective solutions. Advice: make the experience pleasant, worth the time and money, and the problem solves itself.	Salt Lake City	03/10/2015
	The idea of a shuttle in Millcreek sounds great on the surface. I have had trouble finding parking on busy days. Some of those days have made me crazy with how people try to create parking spaces and ruining the shoulders of the road. I don't think that a shuttle will necessarily work. Dogs shouldn't be allowed on the shuttle (fighting or wet stinky dogs come from Dog Lake would detract from the experience). I like the improved public transportation in all canyons and areas. The next step would be to increase taxes in the counties affected and decrease the cost of riding public transport. I would be more inclined to take public transport (and possibly get rid of a car) if it was cheaper to use so I could make up for the inconvenience of making it from my house to a transit hub. As it works now, I have to drive 10-15 minutes to get to a ski bus or tax station to get close to where I want to go. By the time I get there I just figure I might as well go the rest of the way with my car, it will be quicker and more convenient. An example would be soccer games at Rio Tinto stadium. When I calculated the cost, gas and \$5 to park near the stadium is cheaper and faster than stopping to take tax with my wife and two kids.	Salt Lake City	03/15/2015
	The idea of rail and tunnels is a complete waste of money. Better bus service and more park and ride lots would better serve the public and mitigate impact in the canyons.	Salt Lake City	05/01/2015
	The idea of trains, tunnels and aerial tramways is just bizarre since it would be so expensive. Just ridiculous. This has to be some kind of smokescreen to get some lesser compromise like a toll or parking fees. Parking fees and tolls are fine, but what is needed is a good bus system up the canyon. UTA is corrupt and inept. The current system is a fixed schedule (when there is more traffic, there need to be more buses, when there is less traffic, less buses). Yes, there should be a reliable timeframe to get up and down the canyon but not necessarily schedules. Make a smart system (use cameras, tracking, traveler requested stops...). Make it not just catered to resort employees time schedules. One nice thing is having a season pass good for the buses, but this should be extended to anyone with a pass.	Salt Lake City	04/28/2015
	The impact of a light rail or tram up BCC or LCC would have drastic impact on the beauty of these canyons. We are not europe and do not need to be. We have a very special and unique ecosystem and recreational playground and need to protect it as such. While alternatives and increased bus services and perhaps carpool incentive needed in LCC.	Salt Lake City	03/02/2015
	The Little Cottonwood Canyon evaluation should consider an alternative that would introduce congestion pricing and dramatically increase bus service, while reducing parking options in the Canyon. This alternative would not require any new road construction. Bus service would grow dramatically under this option. Private vehicles would be subject to a fee at the entrance to the canyon. This fee would be set at a level that would convince most users to leave their cars in the valley. During the busiest times of the day and the year, those prices could be increased to further incentivize bus use. Finally, resort base facility and lodging should only be permitted if 75 percent of the land base of the new development is located on an existing parking facility. That will reduce parking in the canyons and push people towards bus use.	Salt Lake City	05/01/2015
	The main deficiency in the Transportation Alternatives section of the Blueprint is the failure to declare that any contemplated transportation action must, as a precondition, not degrade to any degree the ecological and environmental integrity of the Central Wasatch, including the travel corridors. The statement of corridor purposes includes the preservation of water resources, but omits all other environmental concerns, including wildlife resources and canyon air quality. A second flaw found in this section is the decision to frame the transportation question in terms of a LCC / PC corridor, effectively "begging" the critical question. No such corridor currently exists for motorized transport, and whether such a corridor should be created should be subservient to ecological and environmental integrity.	Salt Lake City	04/02/2015
	The Mountain Accord outcome I would like to see would focus on conservation of the land. Protecting our watershed and changes that would amount to a net reduction of development in the Central Wasatch. Land swaps that would concentrate development at the base of resorts in trade for minimizing private land in the backcountry seem to make sense both economically and environmentally. A Shuttle system involving buses or vans would be able to meet the varied recreational needs in the canyons. Trains are not conducive to multiple trailhead stops and are not as flexible as buses or vans for changing needs both over time and season. Plus the environmental cost of building rail in the canyon seems overwhelming for such a small area. I don't support further connectivity for the resorts. There is no good way for this to be accomplished and the benefit would have nothing to do with those of us who live here. It is all for marketing a declining industry. I would also favor fees such as we have in Millcreek Canyon. It makes sense that those that use the canyons for recreation should help in the maintenance of those facilities that we enjoy. Money collected should be earmarked for improvement and maintenance of those canyons.	Salt Lake City	04/27/2015
	The number of cars are already limited by parking, lifts available and hotels. People already choose to use the bus when it's crowded. Improve the buses. We feel any rail/train development in the mountains would degrade what we have now.	Salt Lake City	04/30/2015

	The number one priority should be to connect Salt Lake to Park City via Train. The fact that the only transportation we have between the two cities is a bus that runs twice in the morning and twice at night is pathetic. I use the bus every day to commute from SLC to PC for work. It's great, but it doesn't solve the issue for tourists and people looking to recreate at times other than 5:59AM, 7:56AM in the morning. The second step is to reduce car traffic in the cottonwood canyons. A train would be ideal. A gondola would suffice. But more buses while still allowing cars is not the answer. You have to either incentivize people to take public transit or make it mandatory.	SALT LAKE CITY	02/10/2015
	The only option I support is D, increasing public transit and providing a disincentive for auto use WITHOUT the development of any new roadway or aerial tram.	Salt Lake City	05/01/2015
	The only option that is viable without further degradation of the existing environment is BRT.	Salt Lake City	05/01/2015
	The only problem that the blueprint might solve is canyon congestion. This could be accomplished with the construction of snow sheds over the road. All other proposals will be destructive to the watershed and environment.	Salt Lake City	02/25/2015
	The only thing that should be done is keep Guardsmans pass open through the winter. This allows people from Park City Cottonwood canyons (and vice versa) to have a much easier and environmentally strenuous route of travel.	Salt Lake City	05/01/2015
	The plans for a light rail going up little cottonwood canyon excites me. It's a tough decision where to build and how much to build. My suggestion is to start with small projects with plans to expand as demand and funds allow. For example, maybe just start with a light rail that goes from a "park and ride" at the mouth of the canyon to Alta or Brighton ski resorts. Then as ridership increases, as demand and funds increase, connect the rail to existing UTA light rail lines. Then as further demand and funds increase, extend the rail into Park City with the option of allowing Summit county to become a UTA serviced county along with Salt Lake, Davis, Utah, Weber, Box Elder and Toole Counties. I think step by step construction planned with the entire project in mind would be most affordable and would be effective.	Salt Lake City	02/09/2015
	The plans laid out call for expanding the size of the ski resorts, but don't address any of the infrastructure problems facing people traveling to the resorts. A plan that doesn't call for increasing the number of lanes or improving the public transportation system, is only making a bad problem worse.	Salt Lake City	04/26/2015
	The plans seem to meet the purposes as listed. However, I don't see how these can be considered without a cost/benefit analysis. A tunnel between PC and BCC sounds great, but who will be using it? Are there enough tourists to support it? I live in SLC and would still use one of the Parley's options to travel to PC. If there is enough economic value that private funds will pay for it, then I would support it (with the environmental caveats). For public funding, I remain skeptical.	Salt Lake City	04/30/2015
	The proposal for Big Cottonwood Canyon does not appear to be at all different from the local skibus service other than providing the same service during the summer. While I understand that a regular bus is the only real option for Big Cottonwood Canyon, specific proposals to increase ridership (and decrease congestion in BCC) should be included in the Blueprint of the Mountain Accord. Specific proposals should include: -a special traffic signal outside of the BBC park-and-ride lot (controlled by bus drivers) that would allow ski buses to turn left out of the parking lot into and onto the highway without waiting for traffic. -Ski buses with improved skisnowboard securing equipment on the outside of the buses that will both protect the skis and allow for speedier entry/exit of the ski buses (so that skier don't have to haul their equipment into the cramped and uncomfortable buses). -Possibly the purchase of newer, better ventilated, more comfortable ski buses that would enhance the rider experience -reduced fares for riders to incentivize ski bus use/disincentives driving. -new bus shelters in the park and ride lots and at Brighton/Sollitude so that waiting for the ski buses is more comfortable, less cold in freezing weather. -increased frequency of buses to encourage and incentivize use and reduce waiting times. -The Mountain Accord should specify the costs associated with such improvements to the BCC ski bus system, and explain that the ski bus should be subsidized at a higher rate than normal UTA bus services (by taxpayers, the ski industry, skiers, and BBC drivers) because of the unusual amount of congestions in the Cottonwood Canyons (relative to other two-lane highway in the region).	Salt Lake City	02/04/2015
	The proposal to move forward with either a tunnel connecting the Cottonwood Canyons to Park City or a gondola both seem a little absurd and undermine the notion of environmental protection. It seems like a purely economical move in terms of consolidating resorts and limiting backcountry access (Vail Resorts expanding from two resorts in Park City into a third in BCC). A much easier way to increase tourism revenue in Utah would be to change the liquor laws as opposed to drilling a hole through a mountain or building a gondola.	salt lake city	04/30/2015
	The proposed alternative to build a train up Little Cottonwood Canyon is an absurd overreach. A cog railroad up this pristine canyon would cost BILLIONS of dollars, serving a very select subpopulation of the community, forever ruining the unique character of the canyon. This alternative is nothing but hubris, a marketing ploy for the downhill ski industry. If the ski resorts want to guarantee their future in the Wasatch they should continue to provide great skiing at reasonable prices, not force an ill-conceived attempt to Europeanize our mountains. The Accord needs to quit touting Switzerland as an ideal model. Sure the Alps are home to some great places, but they are not pristine, don't offer wilderness characteristics, and are over run with development. The wildlife, the scenic ridges, the unspoiled public land is what makes the Wasatch a place to preserve, something the Alps have forever lost. I suggest the Accord focus on practical useable transportation solutions such as providing improved year-round bus service up the canyons. The resorts need establish self directed shuttle services providing buses or vans dedicated to shuttling employees up and down the canyons, thereby eliminating employee single occupancy vehicles clogging the canyons. Avalanche sheds are easy solutions to provide protection from avalanches and can be used in conjunction with a vibrant bus system to realistically solve transportation issues in the canyons. Running a train up Little Cottonwood would forever ruin the irreplaceable character of the canyon. Unrealistic, pie in the sky including drilling a tunnel to Big Cottonwood Canyon, proposals such a cog railroad muddle the real issues of promoting affordable, easily transportation options.	Salt Lake City	04/28/2015
	The proposed tunnel and/or Light Rail or Bus Rapid Transit is attractive, but the funding will be a major obstacle. I just don't see federal funds becoming available for any transit proposals unless there is a major change in the makeup of Congress. The objectives states of making transit more available and attractive are appealing. And I think some of this should be achieved by charging all SOV's a fee to parking in Big and Little Cottonwood Canyons (and maybe MillCreek as well- and do away with the entrance station. This would have to be accomplished with parking passes.	salt lake city	02/23/2015
	The purpose seems mostly to be to get more people into the canyons. The other listed purposes are attempts at mitigation of the damage that will do.	Salt lake City	05/01/2015
	The recommendations are still based on the bias towards automobile as the preferred mode of transportation. And towards the bias that all the resorts should be interconnected. I believe the Mountain Accord should be used as a vehicle to challenge the assumptions of individual cars being able to access the canyons when people want access. Instead there should be an effort to challenge the prevailing norms and instigate more aggressive debate about when and how can we move people out of individual vehicles and towards shared transportation. As with the National Parks, requiring access via public transportation that is easy, safe, frequent, and reliable. Buses, rail, and other multimodal options should all be considered - but drawing the line that the days of individual cars needs to end. And, transportation should be designed around protecting the uniqueness of a multiple set of smaller private resorts vs. making the Wasatch into a unified mega-resort. Changing that attitude would simplify the requirements of transportation and remove the need for gondolas, tunnels, etc. The simplicity and innocence of the Canyons is what makes the Wasatch different from many other mountain areas - summer and winter. Don't sacrifice a good thing so the Wasatch can become another development clone.	Salt Lake City	04/13/2015
	The snowshed protected road is a good idea and should be cost effective. Costs on all projects above and beyond should be closely evaluated with public input.	SALT LAKE CITY	02/15/2015
	The transportation options should be considered in light of keeping the family auto as an alternative. It is the primary mode of transportation and public transportation should be an enhancement. Accommodation and improved alternatives should be the driver, not disincentives and imposition by government agencies.	Salt Lake City	02/05/2015
	there is a limit to the number of people who can use the canyons with out degradation and so the goal of improved trasportation focusing on impact of transportation such as parking leads to impacts that destroy other values such as solitude environmental quality etc.	salt lake city	04/30/2015
	There is a reasonable, practicable, and environmentally sound solution that is not currently presented in any of the Transportation Alternatives, which I would like to propose: A tunnel should be built linking Park City with the top of Big Cottonwood Canyon and Little Cotton Wood Canyon. However, rail should not be built in Little Cotton Wood Canyon, neither BRT or any sort of expansion of the road bed, since the Canyon is too narrow and too environmentally sensitive. Instead, an Express Bus connecting SLC and Park City by way of I-80/Parley's Canyon should continue through the tunnel, connecting to Brighton in Big Cottonwood Canyon and Little Cottonwood Canyon. As demand for transit increases, the Express Bus should eventually be upgraded to a BRT in the I-80 Corridor, and eventually, rail through the I-80 Corridor and through the tunnel to Big Cottonwood Canyon and Little Cottonwood Canyon. This solution would provide transit/rail access to the Cottonwood Canyon ski resorts without increasing construction in either of the Cottonwood Canyons, and would focus development in the Parley's Canyon Corridor, which is the least environmentally sensitive canyon in the Central Wasatch. Furthermore, the rail line should follow the I-80 corridor all the way from downtown Salt Lake City, possible from the Airport, instead of being a continuation of the University TRAX line. As the Alternatives point out, a continuation of the University TRAX line would make travel to Park City far too slow.	Salt Lake City	04/13/2015
	There is little need to connect the Cottonwood Canyons with each other and with Park City. This will only create environmental degradation at the top of the watershed and introduce eyesores where the beauty of the natural mountains exists today. Furthermore, it will degrade the back country experience in the proposed corridors. I don't support Ski Link, I don't support One Wasatch, and I don't support any commercial scheme to connect the canyons. There are some places where commercialism should be constrained and the Wasatch is one of those places. What if we keep on building and promoting until the watershed is degraded? A lot of people depend on that water.	Salt Lake City	02/05/2015
	There is no need to connect Park City to the Wasatch Front. Light rail would ruin the canyons. How can we consider light rail before increasing the bus services? Why is that option off the table?	salt lake city	02/28/2015
	There is no way to add a rail system and not negatively impact the environment. That said, we should put limitations on car traffic through the canyon. As an engineer who has studied light rail and as a citizen who has witnessed UTA's incredible incompetence and irresponsibility in installing a system that will never be self sustaining, I can tell you that rail systems are not the answer.	Salt Lake City	05/01/2015
	There should be more discussion of what the trade off between trains or buses and discouraging cars. Why not replace cars with some kind of public transportation? If a train is proposed, why does it not replace vehicles altogether. There seems to be no innovative thinking in the transportation discussion. We are totally opposed to any interconnect between Big and Little Cottonwood Canyons or between Park City and either of the Cottonwood Canyons.	Salt Lake City	03/16/2015
	This is an area where I agree with the stated objectives of Mountain Accord, but some of the options under consideration are certainly MUCH more desirable than others. For example, I would like to see further study regarding the impact of a tunnel between the Cottonwood Canyons and Park City before I could get behind such action.	Salt Lake City	04/29/2015
	This is driven by the ski industry.	Salt Lake City	02/12/2015
	This is no accord at all. The proposed developments would spell the death of backcountry skiing in the Wasatch and would usher in a new era of big-money development and environmental degradation. The current transportation system in the Cottonwood Canyons limits traffic to the resorts - a desirable outcome so as to limit the human impact on the environment and to ensure the canyons are not transformed into a theme-park-style zoo of people and commercial interests. As a long-time backcountry skier and hiker in the Wasatch, I'm saddened and worried about these plans, and I hope the interests of a few wealthy developers will no be able to squander taxpayer dollars on their profit-driven projects.	Salt Lake City	02/28/2015
	This is not a "critical" transportation need and this question presents a false narrative.	Salt Lake City	04/14/2015
	This is the worst.	Salt Lake City	05/02/2015
	This whole process needs to be more open to the public. You've developed your Blueprint with all the agencies involved. These are all agencies who benefit financially thru revenue or a larger tax base. what are the goals of the public who use these canyons, what do they want. Where is the private citizen on these boards?	Salt lake city	03/11/2015
	Those ideas are horrible.	Salt Lake City	05/01/2015
	Three key trunk rail lines are required to make this really work: (1) between the SLC Intl. Airport, downtown SLC, and Park City, (2) along the eastern side of Salt Lake Valley [from the University of Utah to Little Cottonwood Canyon (LCC)], and (3) as proposed, up LCC through a tunnel to the top of Big Cottonwood Canyon (BCC) and then through another tunnel to Park City. In particular, a rail system between the SLC Airport, downtown SLC, and Park City the absolutely critical backbone to address commuter, resort, special event (e.g. Sundance), and recreational traffic.	Salt Lake City	03/15/2015
	Toll roads is the only answer.	Salt Lake City	05/01/2015
	Transit to Park City should be improved.	Salt Lake City	02/06/2015
	Transportation changes are expensive, but if we don't think 'Big', there will be little impact to a situation that is already problematic. I've seen how it works in the Alps. We should be thinking along those lines. Please make sure we service the entire area, (e.g. trailheads), not just the resorts.	Salt Lake City	04/14/2015
	Transportation in the Wasatch is fine.	Salt Lake City	04/30/2015
	Transportation is a big issue that needs to be tackled. It's hard to envision a rail service to the mountains or expecting people to take a bus when they are so use to driving their own automobiles. Some of the mountain areas are already so congested unless the transportation issue is addressed it can become a huge obstacle to the Mountain Accord's success. Unless automobiles are prohibited beyond a certain point it will be difficult to get people to shuttle in and out.	Salt Lake City	03/04/2015
	Transportation links between Big & Little Cottonwood Canyons. No links to Park City near term. Possible solution 20 years down the road	Salt Lake City	03/01/2015

Transportation needs to address the top priorities. Transportation isn't the top priority. Maybe there needs to be limits on how many people use the mountains. Maybe reservations or alternate day use. The idea of a tunnel through the mountain should be scrapped. Consider each canyon and their needs separately not as a group.	Salt Lake City	04/26/2015
Transportation plan appears overambitious, does not address costs / funding, and includes some very disruptive options. A simple bus-based transit system is likely to meet the real needs for decades to come and is much more feasible. Although expensive near the ridge crossing, a simple upgrade of Guardsman Pass to a year-around road would be much more cost effective than some options in the blueprint.	Salt Lake City	05/01/2015
Transportation should proposals should seek to reduce automobile traffic and emissions in the canyons. More buses, avalanche sheds, tolls, incentives for car pooling and low emission vehicles should be considered. Trains and tunnels would be extremely damaging to the environment and so expensive as to not likely be feasible.	SALT LAKE CITY	02/12/2015
Try disallowing or making it prohibitive to access the canyons in anything but a shuttle - and create a good shuttle system to make it attractive to leave the car behind.	SALT LAKE CITY	02/04/2015
Tunneling doesn't appeal as a viable option to connect our canyons, especially with our frail ecosystem. Our needs for better transportation should appeal to locals rather than tourists.	salt lake city	04/05/2015
Tunnels and aerial tramways? Rediculous! Why do we constantly strive to make the convenience for humans our top priority. What impacts will trains, tramways and tunnels have on the wildlife that make the canyons their home and enhance the wilderness experience for humans. All of these plans claim to seek to protect the canyons yet all of the details involve development to allow overusage. Land does not have to be developed to have value.	Salt Lake City	04/27/2015
Tunnels are expensive and provide little additional access.	Salt Lake City	02/10/2015
Tunnels seem to be a better alternative than trams or bigger roads.	Salt Lake City	02/21/2015
Tunnels through miles of Mountains doesn't make any sense. We don't need that to attract people from all over the world to come here, we already have the greatest snow on earth and Seven great resorts to ski it at.	Salt Lake City	04/30/2015
Use trains. Do not connect the resorts.	Salt Lake City	04/27/2015
UT	Salt Lake City	02/05/2015
UTA and chronies love expensive long-term projects with bonuses attached to softball milestones. By the way, their scheme allows cars to continue to clog the highway and foul the air. Buy a continuous stream of dedicated buses to either Alta or Snowbird in LCC and either Brighton OR Solitude in BCC. Buy a fleet of smaller shuttles that stop at eight nodes along each canyon road so backcountry skiers, hikers and bikers can take 2-4 hour treks and know that they can get down without hitchhiking.	Salt Lake City	05/02/2015
We desperately need transit in the canyons. I was at Alta skiing on sunday and I noticed that everywhere I look I see parkinglots. They are so unsightly and such a waste of precious land! I would much rather park below the canyon, or leave my car at home and jump on Trax. I've even rather see a few lodges and facilities than parking. Also on Sunday I got stuck in a traffic jam because somebody drove off the road. Luckily their car didn't go all the way down to the creek and it looked like the driver was okay, but that wouldn't have happened if that driver were required to take a train up and down the canyon. I've been on a mountain train in southern France, and since then I've always wondered why we don't build them. I'd glad to see that we've come to our senses (maybe).	Salt Lake City	02/09/2015
We do NOT need transportation between Park City and the Wasatch Front ski resorts, especially a ski lift, gondola, or tram! I've skied at world class resorts, and nobody is going to waste the day riding between ski resorts! Every resort in Utah has adequate terrain for a full day of skiing. The only purpose in connecting the resorts would be marketing for the ski resorts to claim the biggest area to ski. Finally, we do NOT need MORE and MORE and MORE tourists coming to Utah to ski! We have enough who come already, and our good snow quality will keep bringing them back, not marketing.	Salt Lake City	03/15/2015
We don't need more tunnels and chairlifts. Make every one going up the canyon pay a fee - it works in Millcreek.	Salt Lake City	05/01/2015
We need alternatives to personal vehicles in our canyons to prevent further damage to our sensitive canyon environments	Salt Lake City	02/05/2015
We need better transportation from the valley "to" the mountains and not just from a giant parking lot at the base of the mountains into the mountains.	Salt Lake City	04/08/2015
We need mass transit. We need frequent buses natural gas or electric buses up and down Parleys Canyon to summit, pinebrook, jeremy, kimball and PC. The commuters and frequent and affordable mass transit. There should be park and rides along the way. No trams or gondolas or tunnels from west to east should be built. Need public frequent transit by bus up and down the cottonwood canyons. Guardsman's pass should not be open in winter.	Salt Lake city	04/30/2015
We need to think of environmental impact for the long term future when considering transportation improvements	Salt Lake City	04/01/2015
We need TRAX along I-215 on the east bench in a bad way. I didn't see any discussion about this but we would also benefit from a safe bike corridor on the same route. It's time to divide Wasatch drive in to a car and bike/jogger area. Right now, there are decent sized shoulders on either side of the road but cars drive by at 60 miles per hour. Why not get rid of the shoulder on one side and make a real protected bike/jogger area. With a wall.	Salt Lake City	03/07/2015
We do not need alternative transportation for these areas. Not only will it provide less congestion, it will be much safer and in many cases, will be faster.	Salt Lake City	03/04/2015
What type of train tracks will be used? An elevated monorail would be preferred, and just run up and down the canyon. NO TUNNELING to Park City.	Salt Lake City	03/12/2015
when I hear the word corridor I think Parley's Canyon, we do not need another Parley's Canyon, it was destroyed by the "corridor" that it was made into. If we've sacrificed one, let not sacrifice another, rather make improvement in the corridor we have. Just because Europe has hundreds of acres of connected resorts doesn't mean we need or want this. Exploring each canyon for what it is is a unique thing that we love. Why change it?	Salt Lake City	04/29/2015
When the Mountain Accord process was initially proposed I was enthusiastic and optimistic. I fell in love with the Cottonwood Canyons in the early eighties and the affair remains strong. Yet over the last three decades I have seen the impact of a dramatic increase in users despite the efforts of the Forest Service, Town of Alta, Friends of Alta and many others to mitigate said impact. Clearly something needs to be done. My comments address the following: Overview - the unique nature of the three primary core Wasatch areas of Park City, Big Cottonwood Canyon, Little Cottonwood Canyon Transportation in the Canyons Transfer of Private Lands to Public Entities Transfer of Public Lands to Private Entities Water Issues Cost Overview - The three main areas (PC, BCC, LCC) of the core Wasatch each have unique characteristics that offer both locals and visitors distinct and special experiences. We are not Europe nor should we try to be. We are Utah; let's celebrate and preserve the special characteristics of each of the three areas. The mountain accord as proposed would destroy the individual character of each of the three areas; the combination of ready access via rail line and increased developable space in the base areas would create a much more homogenous experience across the zones. Additionally it appears to me that what began as a transportation plan has been hijacked by development interests as a real estate development plan. I am in favor of a sensible transportation plan. I am opposed to a plan that opens the door for significant additional development in the Cottonwood Canyons and has the additional unfortunate consequence of diluting the unique experience offered by each zone. Transportation in the Canyon. A rail interconnect is a bad idea. As described above it will result in a much more homogenous experience across the three areas. It also would take a long time to come to fruition and would be extremely expensive. Fortunately there are better solutions. Note again that a rail interconnect is extremely expensive. The cost is measured in billions of dollars and it will likely take decades to plan, approve and build. The problem exists now and needs to be resolved. Adding a dedicated bus lane in LCC would cost millions not billions and could be completed in years, not decades. (Note: A billion is one thousand times greater than a million. This dramatically lower price tag should appeal to our congressional delegation that claims to be fiscally conservative). Transfer of Private Lands to Public Entities - The idea of preserving lands from future development is appealing. It would be a relief to be assured that the Grizzly Gulch Area and the Emma through Flagstaff Ridge in LCC would be safe from development pressures in perpetuity. Unfortunately transferring private lands to public entities would not create this assurance. Large parts of the existing ski terrain in the Cottonwood Canyons is on permitted public land. The political pressure to develop these areas would not cease as a result of the mountain accord and future Utah congressional delegations will likely find themselves pressured by the existing resorts and other developers to open up these public lands to additional development. The only way to assure these lands remain safe from development pressures is to have title in the properties pass to a not for profit entity like the Utah Land Trust. Otherwise the transfer will be a development delaying tactic and nothing more. Transfer of Public Lands to Private Entities - Alta has retained its unique character over the past several decades through the dedicated efforts of the Alta town office, Friends of Alta, and the broad community of people who have come to love Alta for its relatively wild and undeveloped nature. Yet much is changing. We have seen Vail resorts take control of the Canyons ski area and take ownership of Park City Ski Area. We have seen Deer Valley acquire Solitude. Vail, along with other ski area operators, has figured out the formula to dramatically enhance shareholder returns by creating comprehensive base areas with a full range of services including lodging, dining, shopping and entertainment. The land swap as envisioned which would pass title of much of the land in the Alta base area to the Alta Ski Lift company would be an economic bonanza for the shareholders of the Alta Ski Lift company. It would also make the Alta lift company far more valuable to an acquirer like Vail Resorts who need developable land in the base area to build it out according to their model. This would come at the expense of the broad public who owns the area, through governmental entities, right now. I have no idea what the Alta Ski Lift company plans to do and court many of the individuals managing the resort as friends. However I do not think it is appropriate to provide an economic bonanza to a private entity at taxpayers expense. Additionally such a transfer would allow development space at the Alta base for development and acceleration of the homogenization of the three core Wasatch areas which I oppose. Water Issues - I am not sure what the political process was that resulted in	Salt Lake City	03/07/2015
Why is this idea of transportation so critical that we need to degrade our land in order for mass amounts of people to get into the canyons?	Salt Lake City	05/01/2015
Why the expense and disruption of a huge rail system? We do need expanded rail and quality public transportation options throughout the Greater Salt Lake. But what's wrong with improving bus service to and from the park and rides and making the park and rides have parking garages and allowing us to be able to use routine, easily available bus traffic? Spend the millions/billions expanding the rail network in Salt Lake so I can take a train from the airport to the base of the Cottonwood Canyons and hop on a high speed bus with internet links, or take the train all the way to Park City—but don't try and bust any more of the mountain up with a train tunnel or tracks. Why not institute a situation similar to what goes on in Zion National Park? If you have a private residence you can drive, if not—you take the bus.	Salt Lake City	04/27/2015
Would not care to see the train connection go through to park city. Also, the ski resorts should have some participation in the cost of the train or tram. Do not put the burden back onto Utah property tax payers.	salt lake city	03/08/2015
Year round bus service would off set as much as any of these plans.	Salt Lake City	02/05/2015
Yes, measures to ease traffic and parking congestion in both canyons are necessary. Buses are much preferred over light rail. NO TUNNELS!	Salt Lake City	03/14/2015
You can get in and out of the canyon just fine now. I have never had a problem getting to where I ski.	Salt Lake City	04/30/2015
Busses: with my Alta pass, the ski bus is free. However, I've only ridden once this season because it is so inconvenient. More buses, more frequently, and more direct (Alta express, nonstop, from 6200S to Gold Miners). Train: would the rail take the place of the road up LCC? Would this prohibit cyclists from riding on the road? What about stops at the various trail heads and climbing areas? It's becoming increasing hard to call things seasonal with writers like the last few. I much prefer tunnels to aerials in the upper cottonwoods.	Salt Lake City	02/15/2015
I agree with the intended outcomes and the options that are no longer being considered.	Salt Lake City	03/15/2015
It has to be light rail	Salt Lake City	05/01/2015
Leave it alone. This is a biggy much more about money than it is about helping the wasatch.	Salt Lake City	03/12/2015
NO NEED FOR TRAIN!!! 1- years of construction and pollution run off into our water. 2- expensive, I don't want my tax dollars paying for a train no one will use. 3- How the hell do you expect people to actually RIDE the train??? If cars are still aloud in the canyon, what is the point of a train? If there are no strong incentives to make people take the train, no one will. If someone has the option to drive they will, especially with all their gear, their extra gear they keep inside the car, the kids who just got their cars, the parents with the 5 little kids where they have to carry all their stuff for them?? my vote - shuttle system during peak hours and no cars aloud in canyon (except home owners)	salt lake city	03/16/2015
Provides good alternatives and modern ideas.	Salt Lake City	02/11/2015
Since when has someone wanted to go from Park City to Alta? Oh that's right, never.	Salt Lake City	05/01/2015
I believe creating a tunnel between the cottonwoods and park city would harm the character of the back country and be a negative environmentally.	Salt Lake City - Salt Lake	03/11/2015
All of the transportation improvements appear to be directed toward increasing or maintaining the number of people entering the canyons and mountains on a daily basis. There are already too many people impacting the central Wasatch mountains and their impact needs to be reduced. Therefore, transportation improvements should limit the number of people allowed to be in the central Wasatch on a daily basis. It is important to remember that recreation is a privilege and not a right.	Salt Lake City (East Millcreek Township)	05/01/2015
needs for more details. I do not want to see interconnecting ski lifts between resorts built. That is a horrendous idea... Tunnels between resorts would be a much better transportation solution. Tunnels with a lane for high speed natural gas or electric powered buses to shuttle people between resorts would be a much better transportation solution. A Train up Li cottonwood seems very expensive and un-necessary if a high speed bus lane could be placed more efficiently	Salt Lake City (native)	05/02/2015
Again expanding rail transit to pocket neighborhoods like 9th and 9th, sugarhouse and liberty wells would greatly impact the ease of living and transit use for those of us living in the valley.	Salt Lake City (Sugarhouse)	02/04/2015
An enhanced bus system would be much more effective and easier to regulate in terms of the actual transpiration necessity that could be in flux based on the days of the week.	Salt Lake City / Alta	03/12/2015
Dedicated Buses in each canyon making only trips up and down the canyons all day.	Salt Lake City use mostly Little Cottonwood Canyon	05/01/2015

	Too early to tell. The current traffic study (performed by UDOT?) does an excellent job of highlighting traffic problems and causes, the suggestions seem very reasonable, but it would be helpful to see the numbers game on this, what are the theoretical capacity of people per XX on these proposed solutions? If this is published, it is difficult to identify where. The mountain accord is clearly focused on the people transfer and transit to the mountains, but Salt Lake...and Utah County need to also be an integral part of transportation change proposals. Utah is not conducive to public transit because of the nature of the system, the population, the cost and the mentality... a large community focus on cultural change needs to take place, and needs to be driven at city centers too in order to make the effort to reduce SOV trips in the canyon, otherwise the entire valley will be driving to a park 'n ride at the base of the canyon and the parking problem will be relocated and the air quality will still be an issue. If you are stating that this is not a Salt Lake Valley problem and just a tourism problem, then your focus is avoiding the local population who should be the entire point.	Salt Lake City, 84105	02/12/2015
	I am opposed to all tram or aerial connections between the Cottonwoods and Park City. Light rail connections between the Cottonwoods and Park City would have the least environmental and air quality impact. I support using light rail and or bus only transport up both Cottonwoods to preserve the quality of our mountains. Homeowners in each canyon would be permitted 2 vehicles to have in the canyons with an additional user fee to offset road maintenance.	Salt Lake City, Emigration Canyon	02/09/2015
	Transportation - I support more transportation options along the Wasatch Front, coupled with incentives to use them. A few of the proposed options stick out to me as the best because they would have a big impact at a reasonable cost - shuttle service up Millcreek - year round local bus service in BCC - fast transit from the airport to Park City - high capacity transit in eastern SL Valley. A few options seem unreasonable expensive and designed mostly to serve the needs of the ski resorts. While I agree that we need to find solutions to the traffic in the canyons, I think there are much smarter ways to use our resources than building a tunnel. I think we should increase the capacity of the existing transit routes we have before spending money to build new ones - by running more frequent buses up existing routes, optimizing service to encourage people to use them, and potentially keeping Guardsman pass open in the winter to provide access from Park City to Big Cottonwood. Although this option was cut in the most recent version of the plan, I think it's a relatively low-cost and low-impact way to increase access and should be reconsidered.	Salt Lake City, UT	04/26/2015
	I think that increasing year-round access via Guardsman road would increase traffic up LCC rather than decrease traffic problems. I find a gondola from Park City to the Cottonwoods to be unnecessary and would obscure the wilderness aesthetic of the Wasatch - both for resort users and backcountry users. I would like to see an analysis of the environmental impact of widening the road in LCC - either for buses or light rail. I feel that the cost (and potentially environmental effects) of a light rail running up LCC would probably outweigh its benefits - would the cost be low enough to encourage usership, and would the cost of driving up the canyon increase (from free)?	Salt Lake City, UT	03/17/2015
	Interconnecting the upper Cottonwoods in any fashion, I believe, is a mistake. There is great value in deciding which portion of the wilderness to invest your time in and connecting the Cottonwoods will ensure that no part of the Wasatch is more than 20 minutes away. This availability is unnecessary and will result in "feeding frenzies" where people will pass from one location to the next as conditions change from hour to hour. Each portion of the Wasatch holds 2-3 separate ski resorts (PC, BCC, LCC) and the idea that providing transportation between any two of these is necessary for any person recreating in the Wasatch is ridiculous. Improving the existing corridors is necessary for planning and population growth but connecting all ski resorts for the purpose of connecting all ski resorts will ruin the unique properties of each separate ski area.	Salt Lake City, UT	03/06/2015
	See previous answers regarding rail and aerial transit, connection BCC and LCC, etc.	Salt Lake City, UT	02/24/2015
	The purposes and needs are a good start, but I question the emphasis on Little Cottonwood Canyon alone. These needs are comprehensive throughout the Wasatch front AND back, and a comprehensive system upgrade is needed to really address them. A railroad up Little Cottonwood Canyon is the least of our problems.	Salt Lake City, UT	04/24/2015
	Emphasize express bus systems. No trains.	Salt Lake City, UT 84121	04/30/2015
	Rapid transit buses seems to make the most sense and incentives for car pooling	Salt Lake City, Utah	02/25/2015
	This is the most ludicrous part of the whole plan. Tunnels? Light rail? As a Native American, this kind of thing is pure desecration. But that's something most folks don't seem to understand. A mountain left alone in it's purest form is one that is sublime and holy. So it does have a spiritual dimension that will most likely be pushed aside, as has been the case in this country for a long time. What is so hard about understanding these aspects and taking the high road, instead of repeating history. Let's take what ideology would allow people to further trash these mtns. by relying on the religious ideology of the Bible, a book that is selfishly concerned with individual aspirations of making it to heaven. I see next to nothing of teachings that elevate ideals of taking care of the earth. Instead it's the same old song of develop now, since the world will someday be destroyed any way. Truly pathetic.	Salt Lake City, Utah	05/01/2015
	I read the "idealized system" reports on transportation and the mountain rail up Little Cottonwood seemed to lose support from those voting. It seems that this is the opportunity to address the possibilities really coming up with the best solutions to the transportation problems we face. I know we all love our cars and the freedom they offer, but somehow the environment and preservation of these magnificent resources needs to come first.	Salt Lake County (Canyon Rim Area)	04/28/2015
	The negatives of buses only longterm in LC, BC are well pointed out. But they could surely be improved short term. It is not a good incentive for me to have it take 2x longer and have 3rd world conditions in the restrooms. Transit hubs at kimball junction and I-40 for summit county access with less cars would be great.	Salt Lake city/Taylorville	05/01/2015
	I don't want to see a tunnel built or gondola. I think the transportation in little and big cottonwood canyons need to terminate at the top with only non motorized travel access to Park City.	SaltLakeCity	03/13/2015
	**** I support the designated bus lanes on I-80 to Park City from the airport, Sandy and SLC downtown. **** I support the alternative of a tram system up and down the cotton wood canyons. **** I also support a tram system interconnecting Park City and the Cotton Wood Canyons.	Sandy	04/30/2015
	1. Not sure how a train up LCC will protect watershed. Seems like a train running alongside the creek could cause many more problems than NOT having a train. 2. Competitive transit??? How much is it going to cost to take the train??? It costs \$9 now for a UTA bus round trip in the canyon. How much more will the train cost? How would it EVER be economical or "competitive" than driving your own car???? 5. How will your plan reduce auto use? you clearly state that you are not restricting any road access. The train will cost too much. 6. Again, you are not reducing the number of cars up the canyon, so how can you reduce emissions? 7. You will not be reducing parking at other points along the canyon road, i.e. trailheads for hiking, snowshoeing, climbing/bouldering. I assume the train is not stopping at these points...because it would take too long to ever get up the canyon then. 9 & 10. With a train up LCC you will be destroying the mountain bike Quarry trail. I do NOT want to bike or hike along side the train, that will NOT create an "attractive traveler experience"...or a safe one. Your Option A cites "Light Rail Transit". It is my understanding that this will not be Light Rail. Light rail will never be able to ascend the steep grades of LCC. Light rail is not an accurate description. Option C. The gondola or tram is the first good idea I've seen on this page. How does Park City feel about this idea? Are they willing to pitch in for the costs? Option H. Seriously, a gondola from Sandy up LCC???? What are you guys smoking???	Sandy	03/02/2015
	A billion dollar train up LCC solves some of the LCC problems, but cutting tunnels through to Park City, when the I-15 interstate highway currently exists appears impractical. The disincentives to driving would need to be massive.	Sandy	03/12/2015
	A simplified solution would make more sense. Widen the road by one lane going up the canyon. Use electric buses to reduce emissions and increase the amount of bus options on heavy snow days.	Sandy	05/01/2015
	A train up Little Cottonwood is not the answer! An improved shuttle bus system with better parking options would be a much better plan.	sandy	04/07/2015
	Adding light rail or more lanes to canyons would damage the canyons and waste money. It would be much easier to add more buses and restrict traffic. Much like what is done in Zion National Park. People that currently do not want to ride the bus also do not want to ride a train. Do not ruin the canyon to put in an outdated mode of transportation.	Sandy	04/19/2015
	again designed with the premise that the PRIVATE ski resorts on PUBLIC lands are the number 1 consideration; and that the public should pay for their gain.	Sandy	04/04/2015
	Again, the outcomes are in the interests of the visitors, NOT the locals.	Sandy	03/15/2015
	Any idea involving a multibillion dollar train up LCC without exhausting all other options is just a government gift to a private resort without any regard to citizens that are affected.	Sandy	03/06/2015
	As a long-time resident (1980s) and backcountry user and father of three, I generally think the facilities at the resorts are more than adequate and would not like to see further resort expansion. I drove for Canyon Transport up and down LCC and BCC for almost a decade. I applaud the concept of an avalanche shed light rail up LCC, Accessing Solitude and Brighton and on to PC. Such a line would have to have rider triggered stops at climbing areas, backcountry trailheads and backcountry exit points. The amount of traffic and lack of parking is getting pronounced. Even before I was a professional and still driving for canyon, it was difficult and risky to estimate the amount of time needed to exit LCC to catch an afternoon flight. Traffic caused by storms and powder chasing skiers or late in the day spring avy risk foiled many families attempts to ski in the day and catch an evening flight home. This is a big deal for a 4 to 5 day family ski trip. The visitors that I drove for I think about 8 seasons had little interest in an on skis interconnection between resorts, but they greatly valued getting a few hours of skiing in on arrival and departure days. I think ease of movement between resorts and from resorts to the valley could be a more successful marketing pitch for the resorts than more lifts and more terrain. In lieu of a train I would approve of a bus/commercial vehicle only approach like Zion NP to be tried in BCC and LCC. But you would have to be able to stop and be picked up at multiple spots. Such a system should also connect at the same point so that trips that started in LCC or BCC could use the transit to be picked up in BCC or Millcreek respectively and returned to the same starting point. The future of the central Wasatch should not be determined by developers and resort owners. The attraction is the accessibility from the airport or as a local, the steep terrain, snow, and quality of the environment. Focus should be on getting people in and out with less drama and traffic and preserving the existing amount of terrain for wild skiing. I don't have much of a quarrel with the solitude and Brighton identified expansions, but do oppose any alpa or snowbird expansions in Salt Lake County or Utah and Wasatch counties.	Sandy	02/10/2015
	as above.	sandy	03/01/2015
	as said above the canyons are going to be busier as more people utilize them for years to come. But congested or not it's a easy price to pay for what they provide. Keep them how they are and if someone doesnt want to fit in traffic heading up to the resort well than they can sit home. The answer is not adding lanes, trains etc although a financial benefit for the resort area for those who appreciate a quiet peaceful drive these options will ruin what the canyons and the feeling they provide.	sandy	03/16/2015
	Buses serve the same transportation issues.	Sandy	04/24/2015
	Do not allow any Aerial Trams or Gondolas across ridgelines or mountain public recreation areas. It will take away form the scenic beauty of the mountains for hikers, BC Skiers and all users.	Sandy	02/12/2015
	Don't widen the road or put rail up the canyons.	Sandy	03/16/2015
	Every time I scroll in this feedback from my check marks get moved around so I feel they may not be valid but my comments on LCC transportation are mine.	Sandy	03/05/2015
	Express rail service to Park City should be an alternative. If it stops too many times it will not work.	Sandy	05/01/2015
	For reasons previously stated, the MA transportation plan is a predetermined conclusion that fits the economic goal of County and adjacent municipalities as a revenue generating agenda. It also fits the goal of UTA to increase their domain at significant tax payer, (Utah's), expense! There are other areas of Utah/Wasatch Front that need attention far more than Snowbird and Alta need a train! When the transportation sub committee prefers, after all their discussions, evaluations, the use of express, low emission buses, a responsible executive committee would listen! Instead, the MA executive committee has followed their predetermined agenda of a train! They are willing to trade a little extra property at the top of the canyon for the damage they will cause with a train in the entire canyon and adjacent communities! The MA/UTA train agenda is a sham and a subsidy to the ski resorts that every other business owner in Utah would love to have!! Additional feedback = EXPRESS, LOW EMISSION BUSES, ONE LANE EXPANDED ROAD< (two lanes up and one down in the AM, reversed in the afternoon!) No tunnel! If resorts are to be connected, the ski resorts should do it with trams and not by making LCC a major transportation corridor	Sandy	04/16/2015
	From what I can see, rail traffic is the foregone conclusion in your blueprint. There isn't discussion of the technical and cost implications of putting a cogwheel railroad up Big or Little Cottonwood Canyons. Traditional light rail can't run on the grades required. Your blue print seems to dismiss, out of hand, using currently available methods, specifically preferred bus transportation. Whoever authored the discussion of why the bus options didn't meet the 14 general purposes was prejudicially written. To say that bus options would meet only one of the 14 general purposes seems wrong to me. My impression is that light rail is being pushed by somebody. I'd like more open discussion of how this became the preferred plan by the Mountain Accord organization. This needs cost analysis, environmental impact analysis, and canyon resident impact analysis.	Sandy	03/06/2015
	Given the choice, people will continue to use cars. If light rail is the only option, the air will improve much more than if cars continue to be allowed in the canyons.	Sandy	04/30/2015
	Grizzly Gulch should be expressly excluded from any further development by Alta Ski area or any other resorts. For public land preservation, watershed concerns, visual pollution, and preservation of a uniquely accessible wild area, Grizzly Gulch should be protected and preserved. Grizzly Gulch is one of the most accessible wild areas left at the top of Little Cottonwood Canyon. A short hike, ski or snowshoe take one away from the sight of ski resorts and into a forested haven. It is a place many of us had our first backcountry ski tours or snowshoeing adventures. Ski lift expansion in Grizzly Gulch would be a tragedy for not only that area but also for the area near Twin Lakes, Lake Catherine, Silver Fork, Days Fork, Cardiff Fork and other adjacent areas.	Sandy	03/11/2015
	Hardly any mention of cycling. Need to address cycling.	Sandy	04/30/2015

	Here is my idea: use the Snowbird Tennis club area or the plaza on Highland and 94th South as a nice "landing pad and shuttle launch" for clean air shuttles that go up the canyons. These can be nice coffee shop and hang out areas for people to park and take quiet, roomy shuttles that go directly to the lifts of the resorts or trailheads up both canyons. Gondola type transport seems more viable between the resorts over the passes, but please...NO extra lanes or trains going up our canyons. They would destroy our trails--some of the few natural trails. As it is already there is no where to park when hiking. Wouldn't it be great to ride a bike or drive to a cute and quaint little village, and be able to easily board a shuttle to take you anywhere up the canyon without the hassle of parking then schlepping all your gear? I say put the expense in a nice town square center, shuttles and bike lanes and over the pass gondola AND save our trails, wildlife, sanity, neighborhood feel of our precious canyons.	Sandy	03/03/2015
	How about having a meeting where real questions are answered- live	Sandy	02/12/2015
	I am cautiously optimistic about some of the transportation proposals, but what exactly is envisioned with "high capacity transit", and what are the costs to the Big and Little Cottonwood Canyons? I am not in support of improving or adding connections between Big and Little Cottonwood Canyon and the Wasatch Back via tunnels, trams, or gondolas. Keeping these canyons distinct and accessible only from the SLC canyon mouths will preserve their character and the watershed value much more than a connection through them.	SANDY	04/29/2015
	I am glad to see some "over the Wasatch" transit options being discussed.	Sandy	05/01/2015
	I am in favor of the train from Kimball Jct to Park City. But as far as Little Cottonwood Canyon goes, NO TRAINS AND NO TUNNELS!	Sandy	03/12/2015
	I am strongly opposed to making Little Cottonwood Canyon a major transit to Park City. The bottom of Little Cottonwood Canyon is very narrow and installing additional lanes and/or a rail line up the canyon would dramatically change the nature and current available uses of the canyon.	Sandy	03/14/2015
	I appreciate the networking of the various resorts through tram systems. The light rail idea up the canyons will reduce POV emissions.	Sandy	03/12/2015
	I cannot support any plan that "might" build a train up a pristine and delicate canyon. That would destroy natural resources... Not preserve them.	Sandy	05/01/2015
	I do not agree that there is a need to link all the resorts together. I believe that this could increase the transportation issue that we currently have and clog some of the resorts. Most people would want to stay in the Park City area but ski Alta and Snowbird. With the current system the crowd is much more spread out.	Sandy	02/17/2015
	I don't believe in expanding the ski resorts and making them more accessible to have them and other cities make money off our beautiful canyons.	Sandy	04/19/2015
	I don't think all this is needed. The bus service is good.	Sandy	04/24/2015
	I don't want to see transportation Little Cottonwood extended. I believe that would change the feel of the canyon for good. I am also concerned about any new connections between Park City and the Cottonwood Canyons. I think a high-speed rail connection through Parley's to the base of BCC and LCC makes a lot more sense and will have a lot less impact on the environment. I am in favor of high-speed rail up BCC and LCC, though. I just don't want to see it continue past Alta or Brighton.	Sandy	05/01/2015
	I feel that bus systems make more sense in most scenarios. They are cheaper to institute and they are much easier to make versatile. To create seasonal bus stops for the summer and winter will be easier to adjust. Most of the dispersed recreational stops will not stay the same for summer and winter.	sandy	02/23/2015
	I have always thought a rail system in the canyons would provide a much more "responsible" means to get up to the resort areas. Living in the valley my entire life, I have witnessed the snake of cars on powder days continue to grow farther down canyon. This has often dissuaded me to go skiing and seek other activities on the weekends. I think a train would make a lot of sense. One suggestion I would have would be to expand the rail system down Wasatch Boulevard, eventually onto Foothill Boulevard. Mass transit is one thing the Wasatch Front could really benefit from if implemented properly. If this train system was put into the canyons, would it run year round? How many stops would there be? These are things I would like to know.	Sandy	02/17/2015
	I like the proposals in order to meet the increased yearly transportation pressure. It will be needed. One concern I have, is the existing historical Little Cottonwood Canyon trail. It is important to everybody that uses this trail as a recreation outlet, that it remains intact. Both in its route and its rugged nature. There isn't an explicit explanation of any impact to this trail. Will any information be released about this? Will the blueprint speak to the impact on existing areas that will be used as parking lots or areas for the new transportation ideas?	Sandy	02/12/2015
	I much favor the tunnel option, but it's not clear if that is just for the transit/guideway system, or if it is also for cars. It is important to have transit up LCC, and it's important that there is another way out of the Alta/Snowbird areas.	Sandy	04/18/2015
	I resent that Little Cottonwood Canyon is going to be turned more into nothing more than a transportation corridor. It should be protected. We need a system like Zion's National Park with more busses for Little Cottonwood Canyon. That should be the solution with more parking outside the canyon possibly in Salt Lake or lower Sandy. I want more busses, and no more digging into the canyon. The canyon is small, and should be preserved. Not to mention the water supply. We cannot endanger the watershed for the greed of UTA and ski resort owners. Extra lanes or a train would be a huge footprint in a little canyon, not to mention it would cut out recreational needs of Utah residents. Since cars will not be limited it is just more of packing the canyon full. The new transportation will be too expensive to ride, and will not help the residents. The maintenance would be a burden on taxpayers as well. It seems that the major transit system only benefits UTA and the owners of the ski resorts. Mountain Accord is catering to them and wealthy tourists. Taxpayers do not want to pay so the rich can gain more wealth. I do not want to pay for that as a taxpayer, and I do not want the money taken from education as an educator.	Sandy	04/30/2015
	I support doing something but am very concerned about any transportation option that impacts watershed and environment, flora and fauna. Environmental protection has to lead the way NOT a vision of a smaller European resort or Mayor Dolan's "Sandy as Base Camp". The best alternatives will be unglamorous. Mass Transit is the way, initially more shuttles to the mouth of the canyons and more frequent LNG buses and more parking. Rather than spending a billion dollars on a beautiful "train", spend it on clean mass transport in and around the valley, and up the canyons. Getting TO the canyons is good; but getting THROUGH the canyons is NOT GOOD.	Sandy	04/14/2015
	I think a gondola system up LCC from Sandy would be great!	Sandy	03/14/2015
	I think emphasis on cleaner buses and improved rail connectivity, especially between Park City and SLC is essential to sustained growth and easing the traffic problems.	Sandy	04/30/2015
	I understand the need for evacuation in case of avalanche, but that's part of being in a wild and rugged area. Little Cottonwood may just have to stay isolated. I'm encourage by suggesting a rail line up Little Cottonwood, but am worried about construction impact. I need more info to really get on board. Because of the kind of client that ski vacations in the Park City area, I'm uncertain that they will make enough use of busses, although I personally would love to see it be a success.	Sandy	03/16/2015
	I vote for added buses but no tunneling through the mountain. I mean really? Why on earth would be destroy these timeline sections of the wasatch just so the resorts can make more money?	Sandy	05/01/2015
	Identify other corridors, don't focus on the cottonwood canyons.	Sandy	02/24/2015
	I'm concerned that the term evacuation route is used to justify unnecessary development. I am not aware of any scenarios where people have had to evacuate the Wasatch front/back in large numbers, ever. Its not really about evacuation routes, its about development. Evacuation routes are a selling point and potential benefit. We already have multiple access points connecting the front and back for emergency purposes. Guardsman pass needs to be improved, with expanded parking access near the top, middle.	sandy	04/01/2015
	I'm not too enthralled with digging a transit tunnel between the Canyons...and where does the money come for that anyway?	Sandy	04/30/2015
	I'm undecided because I don't know the final plan. I think the proposals are an honest attempt to do the right thing and I don't see any special interest being served to the disadvantage of the majority of stakeholders.	Sandy	03/05/2015
	In my opinion, connecting the ski areas would have a huge beneficial impact on the area.	Sandy	03/12/2015
	It depends on your definition of transportation (intended outcomes). Is it good for the area. Probably not all of it.	Sandy	04/30/2015
	It is hard to read the material and come away with more than a vague notion of what is planned. I think it is time for a rail system and if not a fully snow shedded-avalanche protected route up LCC, over to BCC and through to the wasatch back. such a system would only be good to me if it stopped at all BC trailheads. In the short term, parking at trailheads in BCC are pretty limited and are just a mess in the winter now. I thin kin places the shoulders on the uphill side should be built up to increase the spaces for parking, maybe channeling the water through drainpipe underneath.	Sandy	04/20/2015
	It will over populate the mountain	Sandy	05/01/2015
	Its fine as it is now, all we could use is a way to get people to the mountains without pollution, which can use some of the ideas you guys have, without connecting the resorts and getting rid of Prime Wasatch Backcountry.	Sandy	02/05/2015
	Lack of parking is the primary factor limiting the ski areas ability to sell more lift tickets and is also becoming (and will increasingly be) a limiting factor for dispersed recreation in the Cottonwood Canyons. According to UDOT's figures, 7,000 vehicles travel Little Cottonwood on an average day in the winter--this exceeds the capacity of the road and is environmentally unsustainable. Mass transit must replace private automobiles as the primary means of transportation in Little Cottonwood. A further issues is the avalanche hazard in Little Cottonwood. Snowsheds, while having significant adverse visual impact, are probably necessary.	Sandy	02/26/2015
	Mt. Accord has not evaluated smaller options to the supposed problems. The problems are not huge. The can be solved by small, inexpensive, incremental changes to traffic patterns without spending billions and damaging our canyons.	Sandy	02/25/2015
	My general comments about these "transportation corridors" are that I see no need for connections between LCC, BCC, and Park City (except for the existing Guardsman Pass Rd.). In my opinion the claims about reducing traffic congestion along with supposed improvement in air quality and the added convenience to recreational users who may want to travel between Summit County and Cottonwood Canyon areas are way overstated and would only serve a very small population, most of whom are upper economic percentile, out-of-state visitors. And, even for such visitors, I claim the marginal value to them to be able to conveniently cross the SLC/Park City ridge line would be very minimal. I doubt a family staying at the Park City resorts would have much incentive to spend 1 to 2 hours a day traveling to a Cottonwood resort when they can enjoy the resorts at their doorstep. I recall that even the pro-development Ski Link's own transportation studies showed low demand for snow sports users to travel between the counties. LITTLE COTTONWOOD CANYON I DO NOT BELIEVE that LCC should even be called a "transportation corridor" other than for the purposes of getting skiers between the Salt Lake Valley and Snowbird and Alta and getting users to and from the trailheads for back-country skiing, hiking, climbing, mountain biking, and other dispersed sports. I think that connecting LCC to BCC should not even be in consideration. I STRONGLY OPPOSE transit connection from LCC to BCC. NO TUNNEL UNDER TWIN LAKES PASS!!! I DO BELIEVE improvements must be made to reduce auto traffic and parking congestion in LCC and that strong traffic management methods will be needed to incentivize users. I would even accept use fees or other perhaps less economically based controls. How about a program that allows people to volunteer for some canyon related improvement work in exchange for allowing access to the canyons for those who could not afford or wish not to pay a usage fee? I think there has been discussion of making the "BCC/LCC corridor" a commuting alternative for Summit County residents. That's RIDICULOUS in my opinion! BIG COTTONWOOD CANYON I DO NOT BELIEVE that BCC should even be called a "transportation corridor" other than for the purposes of getting skiers between the Salt Lake Valley and Solitude and Brighton and getting users to and from the trailheads for dispersed sports. I think that connecting BCC to LCC and BCC to Park City (except via Guardsman Pass) should not even be in consideration. I STRONGLY OPPOSE transit connections from BCC to LCC and BCC to Park City. I DO BELIEVE improvements must be made to reduce auto traffic and parking congestion in BCC and that strong traffic management methods will be needed to incentivize users. MILLCREEK CANYON I DO BELIEVE that some kind of transit, e.g., a shuttle bus system, should be implemented in Millcreek Canyon. I support additional and expanded parking areas, and I also support continuing or even increasing the fee system. I have read Millcreek Canyon studies that considered limiting the number of users, e.g., based upon available parking spots. Although I would not be happy about that, I think some sort of capacity control could be instituted in a way that would be fair. Put on your thinking caps people! PARLEY'S CANYON AND I-80 CORRIDOR In my opinion this canyon has the greatest potential for increased and improved transit service, and I agree with the MA proposal that local bus (not BRT or rail transit) is the best way. Better connections on the Salt Lake and Summit County ends are, of course, necessary, perhaps even including BRT on Foothill Drive which could also be part of a BRT service that continues South for Salt Lake County commuters.	Sandy	05/02/2015
	No connections from Alta to Park City...ever!	Sandy	03/16/2015
	No extra lanes or trains up Little Cottonwood canyon. Only more busses, and a more flexible bus schedule.	Sandy	05/01/2015
	No extra lanes or trains up Little Cottonwood Canyon. Only more busses, and a more flexible bus schedule, like Zion's.	Sandy	05/01/2015
	NO LANES NO TRAINS!!!!!!	Sandy	04/29/2015
	No train up either Cottonwood Canyon. Yes to BRT and road expansion in and between the Cottonwoods and increased bus service. No to any direct connections between the Cottonwoods and Park City (including opening Guardsman to wintertime use). No aerial transportation. Yes to a train from the University line to Park City. There are lots of commuters going both ways on this route, and this is the obvious place for a train. Better bus service along the I-80 corridor also makes good sense.	Sandy	03/10/2015
	No trains and no lanes up little cottonwood canyon.	Sandy	03/03/2015
	NO TRAINS OR LANES UP LITTLE COTTONWOOD CANYON	Sandy	04/29/2015
	No trains or tunnels in the canyons or foothills	Sandy	03/12/2015
	not sure if a train needs to go between Alta and Park City	sandy	02/16/2015
	once again, public transportation is the answer to our problem...in what form that takes is the billion dollar question.	Sandy	04/06/2015
	People already dont use the bus I dont see why they would use this new thing that is more expensive.	sandy	03/05/2015
	Plan D addresses it the best.	Sandy	02/13/2015

	Please preserve Littlewood Canyon! No extra traffic lanes & No trains up our canyon!	Sandy	03/14/2015
	Please see my above comment. Some type of parking structure and shuttle/bus service along with a toll both would be alternatives to evaluate. Trax going up Ft Union and 9400 so would not be used by the people accessing the canyons. Too much of a hassle and those roads do not have a traffic problem.	Sandy	03/11/2015
	Problems are over stated. Problems only occur on a handful of days/year. And if more people could access the ski areas they would over run existing terrain. What assumptions are made regarding the canyon's sustainable capacity? The concept of creating a "transportation corridor" seems to be want of the business community, not the general public - it is definitely not a "need".	sandy	05/01/2015
	Putting in a train system of widening the roadways would cause MAJOR damage to the canyons. Plus, in canyons like Big Cottonwood, there isn't any room to expand without blowing out entire sides of the mountain or moving the river! Leave the mountains alone!	Sandy	03/15/2015
	Rail and other fixed rail systems are a bad idea. Please get real and focus on realistic solutions such as bus or shuttle systems.	Sandy	03/08/2015
	Regarding the transportation alternatives, it appears that the committee may have rail bias and may have hastily removed the best solution, a high speed aerial gondola. It's hard to believe a 20 to 40 seat detachable gondola system cannot achieve sufficient speed to provide acceptable transit times. The benefits of an aerial gondola over a new at grade rail line include far lower environmental impact to place versus rail bed grading, lower capital and operational cost, improved traveler experience, and an aerial gondola does not impose another at grade subdividing of the open space which would be an unacceptable environmental impact. There is insufficient information in this Proposal to allow accurate comment, but unless a new rail system is placed on the existing road bed, the amount of additional environmental damage and cost would be unacceptable. Also, it's not clear how such a rail system could meet the goals of safely providing recreational access in inclement weather while avalanche mitigation is underway.	Sandy	05/01/2015
	See above	Sandy	02/16/2015
	See previous comment against light rail.	Sandy	03/17/2015
	see previous comment.	Sandy	05/01/2015
	suitable accommodations have not been put in place for cyclists	sandy	05/01/2015
	The biggest problem with mound the cord is proposed transportation solution it's way too expensive. Why not start with something that's less ambitious and she probably just as effective. I suggest the following 1. don't put a train read any bus lanes up Little Cottonwood Canyon the estimated cost is way out of line with any benefit to the public additional angel train going to put little Cottonwood Canyon will destroy the beauty and will detract from the quality of the outdoor/mountain experience don't make little Cottonwood Canyon look like a mini party's canyon 2. And more buses and parking. The only way to preserve the beauty of the canyon and protect environment is to provide additional buses and parking facilities. Encourage rideshare. The parking must be based away from the mouth of the canyon's. Provide more parking at 6200 as well as 9400 S. and 20th E.	Sandy	04/30/2015
	The cost and environmental impact of a train up LCC would far outweigh any perceived benefits. It would increase the use of LCC, which is already at capacity as far as trails and human use during the summer. If I wanted to walk on a city sidewalk (as far as number of people), I'd do that.	Sandy	04/13/2015
	The "critical" transportation needs deserve a fairer consideration. Before drastic measures and major sacrifices of natural beauty are made we should try the simple next steps to what we have already done. UTA transportation efforts in Little Cottonwood Canyon have been minimal because they can not get riders except for the couple dozen powder days each winter. These are predictable and could be planned for as well as more reliable and consistent bus service the rest of the 340 days of the year.	Sandy	02/13/2015
	The ideal transportation system limits the amount of traffic that can access the Wasatch Mountains. As population and tourism increases the amount of traffic into the Wasatch Mountains should remain the same in order to preserve the wilderness and watershed. The alternatives proposed above all include an increase in the amount of traffic into the Wasatch Mountains.	Sandy	05/02/2015
	The MA's Transportation-Purposes-and-Alternatives-F document outlines 14 purposes of the transportation proposal. It is worth noting that the goals outlined here are not equally important, and the list is incomplete. In particular, "3. reducing avalanche-related risks and delay" and "4. providing new evacuation options from the canyons" are only relevant a few days of the year, typically <5% of the year. Also, "9. Create unique, attractive traveler experience" is not a need, but rather a want that was designed around arguing for a train. Similarly "14. protect and enhance community character" is not a need that I look for in a transportation proposal. Finally, what about goals such as "15. A financially tenable solution" and "16. Feasibility of implementing the proposed transportation plans" and "17. A solution that can be implemented quickly". These are all important goals of a transportation plan in my view and they are fulfilled by increasing bus capacity but not a train and tunnel solution. That said, in my view the bus still accomplishes 9/14 goals (1,2,5-7, 10-13), while the train likely accomplishes 4/14 (4,6,11), and possibly 3 more (9-10,12). I am not sure if either proposal meets item 8, as there is not enough information. Regarding the other items, I feel that the answer is either No (7,13) for the train/tunnel or there is not enough information to evaluate whether the train/tunnel proposal fulfills the need (1-3,14). Adding a train and tunnel appears to be a much riskier and far costlier proposal than increasing bus capacity during peak usage times.	Sandy	04/30/2015
	The need for high capacity or high speed has not been demonstrated. It appears to be a want, a cool toy for the rich but not more. Opportunity costs upon the regional system needs to be a need unaccounted for.	Sandy	02/18/2015
	The only transportation options I'm in support of is LRT and BRT. Tunneling would be too destructive to the watershed in the immediate term. Long term it might be ok, but I don't think it's probable to go that route. If you can connect PC with the cottonwoods via Parleys canyon and the existing LRT system, then it would be the best of all worlds. Transit from the airport to PC would be interesting.	SANDY	02/23/2015
	The proposal will inflict enormous costs on the Canyon in order to address a traffic congestion problem that really only occurs on a few, particularly busy ski days each year.	Sandy	04/29/2015
	The reality is, public transit is seen as a something for other people to use so there are fewer cars on the road when "I" am going to be driving. As for rail, get Vail or some other private enterprise to fund and build it as the ski areas will be the primary beneficiaries.	Sandy	03/15/2015
	The Tunnel from Brighton to Alta is a good idea if Ski Resorts pay for it	Sandy	04/13/2015
	To eliminate most of the options except for a train especially without environmental study being done seems backwards. The purposes have been designed and manipulated to come to only one conclusion which is the train. This suggests either flawed thinking or purposeful hidden agendas	Sandy	03/13/2015
	Train is the best option.	Sandy	04/13/2015
	Train system seems to be already decide or heavy favorite. I don't think we really have looked at alternatives.	Sandy	02/23/2015
	Transportation alternatives in Little Cottonwood canyon such as a train or express bus route could be beneficial, but the impact of them leaves a lot of details out. In the early 1900s the train was a needed service to Alta. Building a train up the canyon(s) would only benefit the construction companies involved. Parking at the base of the canyons with a reliable bus schedule up is the least expensive approach at this point. We owe it to the accord to try this before abandoning it for the more expensive and environmentally intrusive alternatives.	Sandy	04/29/2015
	Use existing roads. Expand Parking at 6200 South. Promote ride sharing by charging a toll and charge for parking for vehicles with fewer than 3 occupants. My friends with children do not want to take a train.	sandy	04/20/2015
	We do not need to expand transportation in the canyons - leave as is. You will pay	Sandy	04/30/2015
	We don't need a unique travelers experience to bring more visitors to our Canyons. It has always been the snow that brings skiers and boarders here. My friends with children do not want to ride the train. It is too difficult for families. Reduce the number of cars on the road with a toll and parking fees for vehicles with fewer than 3 occupants. Provide more buses and places to park away from the mouth of both Big and Little Cottonwood Canyons. We don't need additional bus lanes. Consider bus only traffic during the peak periods	Sandy	04/20/2015
	We have not yet exhausted all that could be done in the suggested "D" alternative. I realize that there is a problem, but it IS NOT TIME YET to add new transit guide ways (trains and tunnels) up the canyons. "D" is the best of those proposed.	Sandy	02/26/2015
	We probably have no choice but to move towards an "Alps-like" setup...trains.	Sandy	04/16/2015
	We should walk before we run. Improve bus service to the top of LCC before considering other options. As an employee of Alta the over all consensus with other employees I talked with is needed for direct service to Alta. Building a train up the canyon(s) would only benefit the construction companies involved. Parking at the base of the canyons with a reliable bus schedule up is the least expensive approach at this point. We owe it to the accord to try this before abandoning it for the more expensive and environmentally intrusive alternatives.	Sandy	04/27/2015
	We strongly object to both the process and substantive conclusions of the Mountain Accord deal. These comments represent only a few of the many important issues that this proposal raises, in part because of the difficulty of getting good information about what is actually being proposed (and the true cost to taxpayers of that proposal) and because of the shortness of the timeline for public comment. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. For example, one of the most obvious solutions for managing traffic in Little Cottonwood Canyon is increasing "bus service in mixed traffic up Little Cottonwood Canyon." This alternative, however, like many others has gotten short shrift in Mountain Accord's analysis. Specifically, the Transportation Purposes and Alternatives Report available on the Mountain Accord website proposes to drop this alternative from further consideration based wholly on a conclusory assertion, with no accompanying analysis or facts, that this alternative succeeds only in "reducing avalanche-related risk and delay" and would "fail to meet the other 13 purposes." No explanation is given as to why this option would not "reduce auto use and congestion in Little Cottonwood Canyon," "reduce vehicle emissions in the Cottonwood Canyons to improve air quality," "reduce parking impacts on environment, safety, and economy," "support land use goals for reduced sprawl and concentrated development," "improve access and connections for pedestrians and bicyclists," "protect or enhance the natural and scenic resources of the Cottonwood Canyons," "protect and enhance community character" or any of the other articulated goals for the plan. It defies logic to assume that more frequent and better timed bus service, coordinated with bus service schedules throughout the valley, would not decrease auto use, vehicle emissions, and parking demands in Little Cottonwood Canyon. This failure to grapple fairly with the issues at hand suggests a rigged, agenda-driven analysis rather than a careful, fair consideration of potential alternatives. Moreover, one wonders how the proposed approach "protects watershed health, water supply, and water quality" better than increased busing, given that the regulated proposal requires providing increased water for culinary purposes to Alta and increased water (in unquantified amounts) for snowmaking at the resorts. Additionally, while Alternative D, transportation system management alternatives—which "are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways"—is mentioned as an alternative that will continue to be considered, the Report evinces very little actual consideration of this alternative. It seems that a deal has already been struck between the existing players (who do not represent all relevant stakeholders) and that other alternatives are falling by the wayside without careful study. There seems to be little actual data in the report, so it seems unlikely that any alternative has received enough consideration to be eliminated from consideration at this stage. The report also fails to prioritize the many listed goals in any meaningful way and assumes that increased tourism in the Canyons is an unmitigated good. No sense of relative priority is given and the report fails to explain, for example, why creating a unique "traveler experience" in the canyon should be given equal weight with reducing congestion and parking demands. Relatedly, the report also assumes that increasing tourism in the Canyons is an unqualified good without any explanation for why that is so. The proposed deal will sacrifice Little Cottonwood Canyon by transforming it into a transportation corridor and will destroy much of its natural environment, appeal, and beauty. It would be one thing to build a rail line if there were no existing road, as such infrastructure might be necessary to allow Utahns to access and enjoy the canyons. However, doubling up on infrastructure in the canyon unnecessarily destroys the natural environment and beauty of the Canyon. Doubling up on infrastructure will likely stress the natural environment and may threaten existing species, wildlife corridors, watersheds, and other natural conditions. The proposed deal represents an alternative to the canyons that will benefit only a small number of Utahns at potentially tremendous cost both to average recreational users and taxpayers. One of the primary focuses of the deal is to preserve "backcountry areas for dispersed recreation," a goal which benefits a vanishingly small percentage of Utah residents. Only about 7% of Utahns ski and the number that have the time, training, and resources to backcountry ski is much smaller. Yet, in order to benefit the admittedly small ("dispersed") number of people who can take advantage of backcountry skiing, the proposal sacrifices the beauty enjoyment of the lower	Sandy	04/29/2015
	You are overstating the problem in an effort to get support for systems that are a far overreach and are destructive to the canyon. Emphasize busses with your proposed transit hubs in existing commercial areas and not in or at the mouth of the canyons.	Sandy	05/01/2015
	You have got to be kidding. You want to spend a billion dollars on a TRAIN? And carve out big chunks of our beautiful, majestic mountains? Are you nuts?	Sandy	04/14/2015
	Again please reconsider the proposed plan to make it more practical for families with snowboarders	Sandy	05/01/2015
	I am hesitant about implementing a train system because of all of the construction required. However, if tunnels are going to be built anyways I suppose a train would become more Eco-friendly, be faster, require fewer resources, and potentially be a lot safer than buses.	Sandy	05/01/2015
	Every choice includes the linking of the resorts using LCC and BCC as access corridors. Especially LCC is a fragile ecosystem. It makes not sense to insult it with the load you are proposing.	Sandy (Salt Lake County)	04/16/2015
	The Mountain Accord transportation solutions attempt to solve a problem that only exists 4-5 months out of the year and may not even scale sufficiently during peak periods to ameliorate traffic issues. If the train uses a rack and cog system that slows it down measurably, what is the practical throughput? The existing transportation infrastructure (buses) is not fully utilized, cheap, and very scalable. Incentivizing desired behaviors through convenience (carrot) and fees (stick) seems like a better approach for all concerned.	Sandy (Wasatch Resort, LCC)	03/17/2015
	really need more thought on possible transportation in the canyons this is a very complex problem and as just one example of that every part of the valley has different issues as to making it work	sandy ut	04/30/2015
	Please see above comments.	Sandy,	03/10/2015

	I don't think putting a train into LCC is the answer to our transportation problem. It think that it is invasive to the environment & that space is problem to adding this light rail. I have taken the train to the Mer de' Glace in France & the train to the Jungfrau station & there is no automobiles allowed. I think the cost of the train is high & doesn't solve the pollution or congestion problem. We think that we need to compete w/Europe, but we have such a small amount of acreage that I think that tunneling, adding rail is a little too much for the size of the region. I recommend strict bus usage (clean diesel) & no cars allowed unless you live in the canyon, which would require bus transportation every 15 minutes & added stops to access popular recreational areas.	Sandy, UT	04/26/2015
	In the short range LRT or a gondola would help the cause immediately.	Sandy, UT	03/26/2015
	The blueprint may help preserve Parley's Canyon but not Little Cottonwood Canyon.	Sandy, UT	04/17/2015
	They are incomplete. None of these actually address the problem of restricting vehicles in the canyons.	Sandy, UT	02/23/2015
	We will have to pay for parking, pay for ski resort workers to move up and down the canyon to their jobs, will we get cut off to these beautiful mountains. Is anyone looking at for public interest? This proposal will impact the public financially, and take our canyons away from us.	Sandy, UT	02/28/2015
	While many of the transportation needs are valid, there are a few that are likely unneeded. "Provide new evacuation options from both Cottonwood Canyons." This need is not well supported based on previous plans and studies from the Wasatch Canyons. Further, implementing it would likely cause a large environmental impact that might be impossible to mitigate. "Create unique, attractive "traveler experience." to increase tourist and resident visitation." Transportation development should not be built to be an attraction for its own sake. The Wasatch Mountain in their wild state is the attraction that people are coming to see. This "need" in counter to many of the other needs and goals in the Mountain Accord. The most important needs for any transportation improvement are protecting watershed health, water supply, and water quality as well as protecting the natural resources of the Wasatch Mountains. A important need that is missing, is ensuring that any transportation solution is socially just. Residents and visitors with lower socioeconomic resources should not be prevented from accessing the natural and recreational resources of the Wasatch Mountains.	Sandy, UT	05/01/2015
	Just a reversible bus lane and increased buses and eutectic avalanche shed in critical locations. Make cars pay a large fee.	Sandy, Utah	04/27/2015
	The least impactful alternatives that can provide transportation should be moved forward for more discussion and planning. Certainly shuttle/bus or light rail up the canyons is preferable to the projected traffic and parking snarls. If canyons must be connected, then underground is preferable to any kind of tram or above ground crisscrossing the mountains.	Sandy, Utah	03/03/2015
	Little Cottonwood Canyon is called "Little" for a very important reason - it's very narrow, has a stream running through it, homes along the south side of the road and the Vauts on the north. (1) A rail system on the north side of the road would interfere with mountain enthusiasts who frequently rock climb and cause tremendous environmental disruption during build phase. (2) If the rail system were to be built on the south side of the road, many homes would be impacted and this isn't mentioned in the Blueprint. (3) Each option includes a tunnel from Alta to Big Cottonwood Canyon to Park City, which seems to be the driving force in any of the transportation alternatives. Is this really for Little Cottonwood or is it to broaden accessibility ski resorts. Why damage a small pristine canyon to bring more traffic through the canyon to access Park City and Big Cottonwood? Bus ridership up Little Cottonwood Canyon isn't at capacity and the buses normally cease after the ski season. The photos in the Blueprint are all during ski season, which is a specific problem that doesn't support an expensive and destructive transportation solution one that will surely negatively impact the peaceful and natural environment of the small canyon.	Sandy/Little Cottonwood Canyon	03/14/2015
	More busses only up canyons. Use I80 for rail to Park City/Heber along I80	sandy/unincorporated SL county	05/01/2015
	I don't like the idea of any "fees" or "parking/pricing strategies" for the Wasatch. You should not have to pay a dime to access public land in the Wasatch. The good thing about having access to the Wasatch Mountains is that it is FREE recreation. I never use Mill Creek just because they charge you at the entrance. I think the tunnel idea is crazy, too expensive and too much engineering (plus were in an earthquake prone area). I think the tunnel concept in the plan distracts from an otherwise mostly good plan. The tunnels are ridiculous and should be completely taken out. I don't want my taxes to pay for tunnels and I don't want to see that much construction in the Wasatch. I do like the idea of a light rail system/train route up the canyons and to Park City though. I would prefer light rail over bus or any tram/light connections of the canyons. I would support a light rail system to Park City and up the canyons. I think that should be the focus for the transportation portion.	Saratoga Springs	04/30/2015
	Please see my other comment	Saratoga Springs	04/25/2015
	I have no idea how you can rebuild the transportation corridors without massive disruption to both the watershed and the existing traffic. Maybe in the long run it will be worth it? That is, if winter still exists in the long run.	Seattle, WA (formerly SLC, UT)	02/05/2015
	Whatever system is adopted would need to address the smaller stops needed by dispersed recreationists. Specific stops in Big and Little Cottonwood Canyons are named in Cottonwood Canyon Scenario comments above. UMA supports disincentives to private vehicle use, such as Trailhead Parking fees / permits. However, early morning starts (down patrol) should remain possible. It would be unfeasible to run public transit earlier than about 6 am, so private vehicle options should exist for early starts and late finishes.	SLC	04/30/2015
	Adding extra lanes for HOV and buses would appear to be the most feasible solution.	SLC	04/30/2015
	Agree there should be more mass transit opportunities for the Cottonwoods, but do not agree with with tunnels connecting the cottonwoods and the wasatch back	SLC	04/27/2015
	Any transportation analysis(NEPA) needs to be conducted with the Forest Service as a co-lead with the FTA. See comments in first section. How and where are people going to park in and around 9400 south to use these proposed transportation systems? The current Park and Ride lots are inadequate around the current Trax system as well as in the mouths of Little & Big Cottonwood Canyons. Where are people going to park to access the proposed transportation systems?	SLC	05/01/2015
	as above	slc	04/12/2015
	Expanded public transportation the the Wasatch Back is very important.... Considerations of rail and tunnels in the cottonwood canyons are damaging to the goal of maintaining the environment. Buses may be more acceptable -- most wise would be to consider limiting access to the canyons.	slc	04/28/2015
	I am no clearer on a preferred alternative after many meetings and discussions. I think improvement in the bus system is the best proposal since a train would have a larger environmental impact. Improvement in the highway would be a good start with more lanes that could be changed to uphill or downhill only. The congestion can be severe but is centered around powder days and holidays. I would be hesitant to permanently change the environment and feel in the canyons for less than 10% of the year.	SLC	04/28/2015
	I appreciate and support the effort to enhance connectivity in and around Park City. I also support better transit options from SLC to Park City, particularly trax and bus service from downtown SLC to PC. I do not, however, support trams, trains, tunnels, or roads (options A-D) that connect the out of state tourists staying in PC to the Cottonwoods. Why is it necessary to permanently destroy ridge lines that we locals enjoy daily so as to convenience out of staters for their brief visits? Why not invest in extensive National Park Service style shuttles that rapidly move people without the permanency of fixed infrastructure? Let's give people the option of vast bus offerings that have flexibility to adopt instead of fixed rail that is more expensive, inflexible, and permanent. I support the goals as outlined. I would like to alleviate traffic in the Cottonwoods from SL while improving access. The conclusions outlined are severely flawed as drafted. For example, you make the ridiculous claim that option F would fail to meet 13 goals. First, the current ski bus options from SLC are insufficient and inconvenient and do not accurately measure the potential support for increased local bus service. If busses came more than once an hour, then more people would use the bus rather than drive cars. Second, Traffic is only a concern on winter weekends and some summer weekends and holidays. Drive up to Alta on a random weekday and you won't see traffic. Buses are more nimble to respond to public demand and do not irreparably alter the canyon. Rail and gondolas are fixed, inflexible to public demand, expensive, and will be empty most days of the year. However, the rail and tram lines will be fixtures despite their lack of use and will decimate the solitude of the mountains in those areas. Besides, the canyon currently cannot support cars and trains because vehicles would still be necessary to take supplies and equipment. As such, the canyon access would need to expand for a rail line. More busses could use existing roads without lane expansion. Why not think outside the box- charge for parking on weekends or promote reduced bus fare as part of your lift pass? Why not include a bus pass with your season pass? Let's focus on being practical and actually moving locals in a flexible and cost effective way. Option F could address goals 5-7. Additionally, more busses would service more of the canyon. Would light rail have stops at each hiking or snowshoeing trailhead? Unlikely. Busses could stop at more places without needing full stops and provide more options for hikers, pedestrians, & cyclists. All told, option F would address goals 8, 10, & 12 better than options A-D. Let's focus on lodging in the valley and Park City with extensive bus and shuttle service to ski resorts and snowshoe routes on winter weekends. There is no need for fixed rail 200+ days a year or a ski link type tram that would forever alter view lines and ridge tops and eventually spur development along the route. Let's be practically first and not immediately jump at the glamorous project that is expensive and obtuse. Who would most use the expensive tram? Not locals. In conclusion, options A-D are expensive, time consuming, and designed only with the tourist in mind-- locals and future generations be damned. On a side note, why is goal 9 even a consideration at the same level as environmental concerns? Again, I see a focus on pimping our mountains to tourists at the expense of our future generations of utahns. Ultimately, it seems that the purpose here is to copy the Switzerland model. However, Switzerland has mountain farming and grazing, massive deforestation, and minuscule public land. The villages may be carless but you can take gondolas and elevators to every peak. The Wasatch once was overgrazed and deforested but 100+ years later it has public land, wilderness, and unspoiled land. Let's not return to the devastation of the past.	Slc	05/01/2015
	I disagree with the concept of a LCC/PC corridor. These are two separate areas with no current connection. An aerial tram would be horrible, and a tunnel would increase traffic, not decrease it.	slc	03/02/2015
	I don't think an aerial train is part of the solution. I would vote for improvements to the Guardsman road. The train between Park City and the Cottonwoods would be a boondoggle.	SLC	03/18/2015
	I support rail service or BRT to Park City from SLC airport, & intermediate stops, up I-80, corridor.	SLC	04/14/2015
	I think parties involved are delusional. One Wasatch is a horrible idea, and would forever destroy what little we have left of the wasatch backcountry - the environmental impacts of such a grand plan is something you cannot predict and the little unspoiled beauty of the wasatch will forever be gone so some silly marketing ploy. The train is just plain unnecessary, expensive and is really only on the table because the ski resorts are obsessed with the connectivity of the resorts. (aka - why isn't a train up and down the canyon on the table? why is the only train on the table one that connects everything?). I think an improved bus system would be a small step that would create huge impacts on the traffic that LCC get on FOUR days out of the year - (it's not as big of a problem as I feel you make it out to be compared to the traffic on I-15 during rush hour EVERY SINGLE day - get some perspective). You're also using tax payers dollars to fund something that directly benefits the resorts. Skiing is so expensive that the tax payers who are funding this "solution" won't even be able to use it - and that seems unfair. The bus runs only one an hour, and there is no parking even if you do want to take it. Running a bus up the canyon every 10 minutes with a big parking garage would be a good solution to get people to carpool. In addition, there should be at least VIP parking for those who do carpool, or paid parking for those who don't. People would think a lot more before driving up the canyon by themselves. It's not always possible to carpool, but i think if you provided a better bus option, people (self included) would be way more inclined to taking taking the bus.	SLC	03/16/2015
	I think that there should not be a connection from little cottonwood to park city. Though there should be a Light Rail from bottom of little cottonwood and big cottonwood as well.	SLC	03/08/2015
	LCC purposes #13 and 14 need to be moved closer to the top of the list. Purposes heavily prioritize getting more people to ski areas over preservation of natural character.	SLC	02/07/2015
	Monorail would be still unsightly, but preferable to a railroad bed being laid.	slc	02/05/2015
	More people, transport systems(rail lines/gondola towers/transportation centers) and transportation vehicles (buses/trains/cars) = more environmental impact.	SLC	02/04/2015
	No provisions/implications for reducing car/big game animal collisions that usually result in either the death of the animal or humans, and usually results in the expensive damage to vehicles.	SLC	03/12/2015
	No trains.	Slc	04/18/2015
	NO TUNNELS AND TRAINS	SLC	03/13/2015
	Parley's canyon has become an increasingly traveled and dangerous corridor. I am in favor of options that will make it a safer and more efficient travel corridor.	SLC	04/26/2015
	Rails and tunnels may serve their purpose in the Alps, but not here. Mountain Accord reps should not be using Europe as an example which should be replicated here. A much better alternative is to improve the existing roads up the canyons, and to improve bus service. A logical place for a train seems to be over Parley's.	SLC	02/26/2015
	Restrict access to vehicles with more than one passenger. Increase frequency of bus the bus trips but reduce the size of the bus used.	SLC	04/30/2015
	SEE ABOVE COMMENTS	SLC	05/02/2015
	see above. Trying for a big expensive project will hurt mass transit around the valley due to the past cannibalization of service to pay for projects. A lawsuit would probably stop the tunnel/cog for 20 years. A better wider roadway would be possible in less than 5 years with round the year bus service and wider bicycle lanes.	SLC	05/02/2015

	Ski resorts could build better parking areas on their own for their guests which would free up the roads and cause less congestion at the tops of the canyons. The city in which the ski resorts reside could provide consistent and reliable busing up and down the canyon to try and eliminate part of the congestion from individual vehicles. This busing need to be attempted BEFORE adding new lanes. The state of Utah was just awarded a very low grade for their transportation upkeep and safety which means we should be spending any money we have in fixing the already present roads, trails, bridges etc. Where would the millions of dollars come from to make these changes? Hopefully not out of money that already has places it needs to be used to make existing transportation safe.	SLC	04/30/2015
	The only thing I see that could be better is the connection between trax lines and canyon routes, currently to get to any of the ski bus lines you must be on the blue trax line. This requires transfers which add unnecessary delay. I don't believe that this new plan addresses this shortcoming. The current 990 and 960 should leave from a trax stop that is covered by all three trax lines and front runner, such as the 5400 south IHC hospital stop which covers all four lines. This would make it much more accessible for anyone coming south bound or from the south west line to only make one transfer instead of 2 to get to any of the cottonwood resorts.	slc	03/17/2015
	The tram is a bad idea. The radio tower in the area is already too much development for that area. Please do not allow this to move forward. A light rail up LCC could be a good solution if parking at the base was secure, free with plenty of it. I have to admit I don't go up that canyon because of the amount of traffic. Light rail would be nice if it had stops along the way at popular biking/hiking/backcountry access locations. I'd OK with even removing the road so that there is only a train if enough stops could be created and the impact to the watershed during construction could be kept to near zero pollution.	SLC	02/13/2015
	very much in favor of buses or rail in and out of the canyons - and there should be a limit on how many cars can pass through - just like parking lots get filled up downtown, the people working at the entrance of the canyon should be able to say no more cars allowed to go up, you'll have to use the bus instead, when the peak is reached.	SLC	03/02/2015
	Why does there need to be a link between the Front and the Back. Keeping separate with the only link through Parley's in the winter and adding Guardsman in the summer. I also think there was little discussion of American Fork and Provo Canyon.	SLC	03/16/2015
	Yes to buses and transit corridors. No to wildly expensive trains. Double no to tunnels that connect Park City, Big and Little.	SLC	03/14/2015
	I oppose development of a "mountain-rail" system because of ecological and financial considerations. In general, I would like to see park-and-ride bus service revamped and greatly expanded. This is a potentially affordable and eco-friendly alternative that could greatly enhance recreational experience for locals and tourists in the affected area.	SLC, UT	04/17/2015
	I live in Little Cottonwood Canyon and I am very happy to see these community and government groups recognizing the need for strategic planning for transportation in this canyon. Some times of the day, especially when it's snowing, it's very very slow to get anywhere in a car or bus, which can be both frustrating and unsafe. Thank you for taking the time to put together this proposal and some smart alternatives to alleviate the road congestion and closures. Thank you	Snowbird	03/12/2015
	LRT Sandy-Alta LRT Sandy-BCC LRT Airport-Park City	Snowbird	04/30/2015
	With ever increasing use of the canyons changes need to be made.	Snowbird	04/29/2015
	Would like to see rail	snowbird, ut	03/08/2015
	Agree with exploring options B, D, E, F & G. Disagree with Light Rail and Aerial Trams connecting reports.	south jordan	05/01/2015
	Expand the use of buses up the Cottonwood canyons to preserve the environment and as well as the watershed. Charge tolls for vehicles, to limit use of automobiles.	south jordan	04/26/2015
	I am a climber, and have climbed in Little and Big Cottonwood Canyons for 25 years. It is very important to me that these recreation options remain completely open as they are now or even be improved.	South Jordan	04/28/2015
	I like the thought of more light rail. I do not support connection between the Cottonwood Canyons and Park City for the reason I stated in the question above.	South Jordan	05/01/2015
	Leave it alone! We don't want trains going up and down our canyons! What the crap?!	South Jordan	02/08/2015
	rail lines with unique economic hubs could transform the all areas involved into unique destinations for locals and tourism combined. Having other options besides auto is important. With regards to transportation up the canyons, they would need to be unique and affordable to get people to use these other options. travel time can be overcome if it is comfortable travel combined with the "fun" of the experience and the destinations the lines travel to. If the benefits of the experience were sold it could really transform our economic industry.	South Jordan	02/04/2015
	Same as above	SOUTH JORDAN	04/30/2015
	Transportation is currently based on the combustion engine. If you're the visionaries you flatter yourselves with, think 50 years ahead, Leap-frog this time of gasoline consumption. Embrace a transportation system based on the "clean" future (e.g. driverless vehicles). Build in a structure that will make these technologies a reality - until then - preserve. GET OUT OF YOUR THINKING RUT!	South Jordan	04/30/2015
	I think it is crucial for the Salt Lake Valley in general to have a direct connection between the airport, downtown amenities, and the ski resorts. I would LOVE to see the day when visitors could easily be at the resorts within an hour of landing... or 2 hours if they decided to stop off and have dinner downtown.	South Lake Tahoe, CA	02/14/2015
	I do not support further road or train rail construction in the canyon. Severely limit traffic (personal vehicles) up the canyon by charging a toll and then paying for parking. Dramatically enhance bus service with alternative fuel buses, increased frequency, direct Alta or Snowbird, easy access place skis on outside of bus.	South Salt Lake	05/01/2015
	After reading I do not know what is truly meant by "corridor" for the light rail system. Right next to the existing road is not an option in many instances, so how much of the canyon will truly be impacted? I would prefer to see a reduction or elimination in passenger car traffic and an enhanced bus system utilizing the existing infrastructure.	South Salt Lake, UT	03/05/2015
	I feel this will only inundate our mountains with sound and air pollution. I feel that a train up to Park City would be beneficial, but we should not put a train up Big and Little Cottonwood. Nor should we connect those canyons with the other canyons by train. It would destroy the peace that we have in the mountains. Let's keep our wilderness wilderness.	South Weber	02/05/2015
	Rail is a good proposal, provided the cost for a family is close to or comparable with the cost of driving! Who is going to cover the cost of a system? Bus service does in our opinion not improve the bad weather problems.	St. George, UT	03/09/2015
	Nice work! Good detail, and evidence of thorough analysis of options.	summit county	02/28/2015
	Don't cave in to the nay-sayers! We MUST have a better plan (out side the box of what the rest of this country does) for our transportation. Linking the resorts by rail is a must. Don't let our I-80 become a replica of the Bay Area's I-80 or Denver's I-70, where a Friday or Sunday resort "commute" just isn't tolerated (so many in SF or Denver feel they must drive "up" on Thursday or "return home" so early Sunday it impacts one's ski day). If we don't add rail up I-80 and create a new Hwy 224 corridor transportation mode (maybe dramatically increased bus service can manage the latter) we will replicate what the Bay Area and Denver have, for sure.	Sun Peak area of Park City	03/11/2015
	The use of high speed aerial tramways (See Leitner Group) up both Cottonwood canyons is the best choice to preserve them. I grew up in both of those Canyons and over that entire Mountain range and I see developers controlling their future and I'm losing hope that the natural beauty will remain for my grandchildren to enjoy other than in pictures of how it use to be.	Syracuse	05/02/2015
	Again why have we narrow options on some corridors, without any traffic and people volumes to justify? Or quantified environmental impacts? Also what lead to all our efforts being focused on Little Cottonwood and Parley's only being considered as an express bus option? Why is Big Cottonwood only being looked at for local bus service, when it has higher volumes of traffic than Little Cottonwood?	Taylorsville	03/17/2015
	More information is needed in terms of cost and environmental impact in regards to the bus and light rail options.	Taylorsville	04/29/2015
	Again, these transportation options are ski-resort centric, trying to tie together small populations of tourists in cramped ski resort towns. Light rail becomes infeasible only when there is an insistence on connecting all three canyons directly. If the paradigm is to put the tourists in the Salt Lake valley and have transit up the canyons, the tourists gain access to all three areas without having to connect them in cramped mountain areas. They also share transportation routes with locals. If the plan becomes local-centric, then the tourist flow solves itself.	Vancouver, BC	05/01/2015
	I think the only way you are going to get people out of their cars and onto transit is by providing speedier transit service which would mean light or heavy rail. I think this should be developed in conjunction with other transportation issues like the increasing amount of traffic running from Provo to Ogden on the backside of the Wasatch, as well as the increasing traffic between the Wasatch Front and the Uintah Basin. Designing a heavy rail service that used the existing rail and trail right ways between Provo and Ogden would provide great alternative transit between those points. You could then connect to that service using light rail from Salt Lake City via Parley's Canyon and running along the Highway 224 right of way into Park City and then out to Quinn's Junction. You could also run a light rail system up Little Cottonwood to Alta/Snowbird over to Brighton/Solitude and then down Guardsman Pass to Park City where it would connect to the other light rail system. Having multiple service may need some tax subsidies in the first decade of operation, but it's a system that we could easily grow into. Plus it would change the nature of development from sprawl to more transit and city oriented development that used less land and cost less as it would fill in around areas with infrastructure in place. For tourists, this would allow them to move up and down the Wasatch Bank and Front without the need of a car, which would probably attract a great deal more tourists especially from Europe and Asia use to this kind of travel.	Wanship	02/23/2015
	While increased transportation is necessary to lower the car traffic, it should be specific to the canyons rather than considering the Wasatch as one area. Each distinct area needs its own type of transportation.	Washington, D.C.	05/01/2015
	During the summer the transit connection from Park City to the Cottonwood Canyons will completely change situation. The canyons are currently accessible to locals and visitors from Salt Lake County and from Summit and Wasatch Counties via the more challenging Guardsman Pass and Snake Creek Canyons roads. Salt Lake County is currently known as a nice place to live because of its access to mountain. The transit plan will make access from Summit County easier than Salt Lake County resulting in a loss of value to Salt Lake County. During the winter the impact will be similar. The net result of this change is a benefit to the portion of the population with higher incomes who live or visit Summit County having better access to the population in Salt Lake County with lower incomes who have enjoyed access to "our mountains" for more than 100 years now being overrun with those who have money. I do not agree with easier access via trains or cars from Summit County to the Cottonwood Canyons. I am not as bothered with chair lift access from Summit County to the Cottonwood Canyons because this will bring a small volume of people with inconvenient access which is self limiting.	West Jordan	04/30/2015
	Go for the Light Rail Transit. Say What? Go for it. All the alternatives are stop gap, finger in the dike, half-ass, temporary solutions that delay the inevitable. Go all the way! Get it right the first time. Raise my taxes to do it. .... only no bonuses for the UTA executives. They need to be like the New England Patriots, "Do your job". PS. Forget aerial transportation. If you like rides go to Lagoon! Minimize the human footprint.	West Jordan	02/05/2015
	How about you promote the current transportation that little people use and make it better!	west jordan	03/27/2015
	I'm for eco friendly busses in little cottonwood and no expansion of roads.	West Jordan	03/15/2015
	Promote the actual current bus lines now and add additional parking at the bottom of the canyon. Add more pick up times instead of only few here and there.	west jordan	03/14/2015
	The light rail in LCC would have to be avalanche-proof!	West Jordan	04/30/2015
	Trip frequency should accommodate multiple times in the day for access, not just in the beginning and end of the day. This for work access but also for public recreation access. Otherwise people will still drive their cars.	WEST JORDAN	05/01/2015
	No trains, tunnels, resort expansion!	west Jordan	05/01/2015
	I find it hard to understand why we need a direct, year-round connection from the Wasatch front to the Wasatch back (other than Parley's canyon). Most of the alternatives will take LONGER to get to Park City than they do today....	West Jordan, UT	02/04/2015
	It seems to me that the assumption is that all people who want access are vehicle operators. I have seen little discussion of public transportation options for the working class or the environmentally concerned individual who chooses not to operate an independent vehicle.	West Jordan, Utah	04/26/2015
	Improve the bus transportation. That is all!!!	West Jordan0	03/13/2015
	The plans to include light rail service to canyon destinations for recreation is a big plus in the proposed blue print. light rail is the smartest way to meet the growing traffic to canyon destinations.	West Valley City	02/12/2015
	Further development of our light rail system in the city could prove to be an efficient improvement. Imagining a network of train stations and train tracks winding through the mountains seems as if it would degrade the aesthetic value of nature and fail to address that living things in the region have intrinsic value.	West Valley City	03/13/2015
	I am opposed to any aerial tramway chairlift connecting the Cottonwoods and/or connecting Park City with the Cottonwood Canyons.	West Valley City	02/17/2015
	I hope that someone is listening. If the transportation improves in way of public/mass transit for the Canyons, I believe that MANY of us who enjoy the recreation opportunities will use those. Currently they are not very predictable and are only usable during the ski season. I am very much in favor of improving both pedestrian and bicycle access, but that should be done responsibly, and steps need to be taken to ensure the safety of both motorized and non-motorized vehicles. There are also needs to be addressed to prevent unsafe non-motorized traffic. I am happy to share the road with cyclists, but they need to be responsible and ACCOUNTABLE to share in the responsibility for safety as well.	West Valley City	04/30/2015
	Why funnel traffic up either of the Cottonwoods to access the Park City area. I am against that. Really how beneficial would be access from Brighton to Alta, punched through the mountain? Some gain, but at what cost. For me, too much. You can choose, Big or Little.	West Valley City	05/02/2015
	see above comments	Weston, MA	02/24/2015

	If the idea is commuter service from Park City the rail line ought to focus on the I-80 corridor. That at least serves a year-round transportation need. but rail is still prohibitively expensive. It was \$58 million/mile for the Airport Trax extension. Expecting Park City commuters to triple the distance of the trip to go through the tunnels to Alta, then to Sandy, when the destination is either the Airport or Downtown is just baffling. It won't work.	Woodland	02/09/2015
	The train is just plain stupid. It's a billion dollar solution to a 30 dar traffic problem that the ski resorts need to solve themselves. This whole thing sounds like a welfare program for consultants. A privately funded parking garage at the gravel quarry on Wasatch Blvd and frequent bus service is the solution. LUTAs level of service is terrible, and without a park and ride lot, nobody is going to make 3 or 4 transgers in ski boots to ride the bus from home.	Woodland	04/29/2015
	light rail or commuter rail is by far the best alternative	Woodridge IL 60517	04/30/2015
<b>Please provide any additional feedback on the alternatives. Are there alternatives that would meet the purposes better than others? Should we consider additional alternatives?</b>			
	A highly dedicated bus system, similar to the BRT but without the tunnel, would move the parking down into areas better able to handle it. I'm not talking about the existing Salt Lake transit bus, but something similar to what Breckenridge has done for their valley level parking. Connecting the resorts should not be a priority. The number one priority should be preserving the reasons that people visit the resorts in the first place.	Albuquerque	03/04/2015
	Tunnels and gondolas are good.	Alpine	02/08/2015
	Do not expand access to the canyons.	Alpine, Ut	04/30/2015
	Anything that can be done to reduce the number of transportation vehicles and get them out of sight is good. The absolute (probably too expensive) ideal would be an underground rail system. Short of that I view trains better than buses. The necessity is to reduced auto traffic to only those purposes that can only be accomplished by autos.	Alpine, Utah	03/15/2015
	A tunnel from LCC to BCC and on to Park City would very much alter the character of Little Cottonwood Canyon and Alta. A dedicated rapid bus lane would help ease the traffic and pollution concerns without damaging what is special about LCCC.	Alta	03/04/2015
	Billions of Dollars on tunnels and railway lines! Money that will never be recoverable over a 100 year timeframe. How does that create a sustainably vibrant ridership? Just congestion charges, LCC roads. The existing mass transit system in the Salt Lake Valley is under-utilized and below capacity. Resources are needed to increase ridership. (Options include: LCC roads, dispersed users, hikers, resort employees, summer season visitors, and others. Lift, ride share vans, etc.)	Alta	05/01/2015
	Financial considerations are part of the equation in this process that is missing. From talking with people about options, there are a lot of questions about the reality of certain alternatives based on not knowing if there is funding for such or if some of this is a "pipe dream" --rail and tunnels. With that in mind, the preferred options seem to be limited to buses.	alta	02/10/2015
	I am concerned about the LCC plan for a railroad. Far better to have a high speed tram or large gondolas that can run 24/7 with no avalanche concerns, little environmental impact and little impact to Alta and Snowbird homeowners. Or higher capacity green buses for Hwy 210 with a large parking lot at the base to accommodate cars and perhaps a light rail station. The train idea is vastly more complicated and expensive than other viable alternatives	Alta	02/10/2015
	I am not sure that the goals of economic benefit for the Town of Alta will be realized by a transit system.	Alta	05/01/2015
	Part of the problem is that the listed purposes do not embody the need to maintain the remote nature of Little Cottonwood Canyon. The lack of development and the remoteness within 8 miles of the valley is what makes this beautiful place unique. I sit on my deck and look at Hellgate Cliff a couple of hundred yards away. It is quiet. It is beautiful. You are proposing putting a rail line between my deck and the cliff. I will hear it. I will see it. If successful and if people use the rail line, there could be many thousands of people going through Alta on their way to and from Park City from Salt Lake every day according to your data. That would be a travesty. I don't know if that would be worse than Snowbird's proposed roller coaster on Mt. Superior or not, but think about it. It is inconceivable that such a rail superhighway would be built in a treasure like Little Cottonwood Canyon.	Alta	04/03/2015
	Please give more consideration to simpler alternatives, like enforced improved bus lines.	Alta	05/01/2015
	Tains from SLC up Parleys creating a much broader loop, if you are going to tunnel through the canyons a lane for public traffic at least in a canyon evacuation scenario would be a plus	Alta	03/07/2015
	I think expanded bus service and even dedicated bus lanes would be positive. However, at this time I am not in support of connecting the Cottonwood Canyons and Park City by tunnel, gondola, or tram.	Alta, UT	04/30/2015
	Include the entire Wasatch front. Maybe the entire Wasatch should be a national rec area and cut the ski burns out. Quit catering to the rich	American fork	04/30/2015
	Salt Lake Valley The Salt Lake Valley has significant transportation issues. Our valley continues to be "car-centric" with a large number of single occupancy vehicles (SOVs) on our roads. The existing mass-transit system in the Salt Lake Valley is under-utilized and below capacity. Resources are needed to increase ridership of the existing system and reduce SOVs. Additional express bus service is needed in the Salt Lake Valley. An example of this is the need for express buses from downtown Salt Lake City to Cottonwood Heights via 700 East and the Van Winkle Expressway. Consideration should be given to the construction of a "belt route" rail line along the east and south sides of the Salt Lake Valley. Such a rail line would connect the University of Utah to the Blue TRAX line in Sandy. Considerations should be given to lowering fares to encourage ridership on UTA buses and rail lines. Save Our Canyons believes that the greatest public benefit would be achieved by focusing investment on mass-transit in the Salt Lake Valley. Cottonwood Canyons and Mill Creek Canyon Save Our Canyons believes the best method to improve transportation, while preserving the wilderness character and natural habitat of these canyons, is to implement a reliable, affordable, and efficient shuttle system using vans and buses. This shuttle system would be operational year round, but would have higher capacity during peak use periods. For the future transit hubs would also be used as boarding stations for the shuttle system. The shuttle system would be designed to provide service for all canyon visitors: resort skiers, dispersed users, hikers, resort employees, summer season visitors, and others. Current congestion problems in the Cottonwood Canyons are largely associated with ski resort operations, most notably on weekends and holidays. The shuttle system would provide express shuttle service to each ski resort from park and ride lots/transit hubs to winter trailheads. Similarly, in summer, shuttles would provide hikers express service from park and ride/transit hubs to trailheads. The proposed shuttle system is NOT a traditional multi-stop bus service. The proposed shuttle system is one that conveniently transports individuals from park and ride lots and transit hubs to mountain locations with "express" service. The shuttles would have a limited number of stops, and in many instances would provide nonstop transit service (most notably to ski resorts). A key feature of the shuttle system would be short transfer times at park and ride lots/transit hubs and at mountain locations for return service back to the park and ride lots/transit hubs. Shuttles will need to be able to meet peak demand. The success of this system is dependent on convenience and short wait times for users. Low fares need to be a part of the system to encourage use. A shuttle system using vans and buses has the benefit of being highly flexible. The shuttle system could easily (and cheaply) be modified as demands change in the future. There needs to be an evaluation as to whether this shuttle system is publicly or privately operated (or a combination of both). There should also be an evaluation of the feasibility of a system of vans for "home to mountain" service that would augment the shuttle service described above. Such a home to mountain system would resemble an airport limousine service, with scheduled pick up and return times. The vehicles used in the shuttle system would be vehicles appropriate for mountain travel, including travel through inclement weather. Ideally, these vehicles would utilize clean fuel systems (e.g. natural gas) to minimize impacts to air quality. Coupled with the shuttle system, there should be consideration to implement "congestion pricing" for private vehicles in the Cottonwood Canyons. Congestion pricing is a market based approach to reducing congestion. Congestion pricing is utilized in power marketing, where users pay a higher price for power during "on-peak" hours. There are also many examples of congestion pricing in transportation. The adjustable rates for use of the HOV lanes on I-15 is an example of congestion pricing. Congestion pricing is being used in the European cities of London, Stockholm and Milan to reduce traffic. In these cities, private vehicles must pay a fee to enter the "high-use" area of city center during peak congestion periods. These systems have been successful in reducing traffic. Congestion pricing in the Cottonwood Canyons could be implemented during peak traffic periods to reduce the number of private vehicles during peak use periods. Private vehicles would be required to pay a "congestion fee" to drive up the Cottonwood Canyons during said peak periods. Initially, this congestion fee may only be collected on weekends and holidays during the winter season (consistent	American Fork	04/14/2015
	If the train costs \$4 Billion, then why not just build a \$4 Billion Park City Airport and really protect the canyons with no train at all. We'd still get the ski tourism boost and have 2 great airports. A Park City Airport is probably the best solution.	American Fork, UT	02/22/2015
	Mandatory public transportation for anyone that is not a full-time resident of the area.	Berkeley	04/30/2015
	email comments submitted	Big Cottonwood Canyon	05/01/2015
	Any transportation corridor that proposes to connect the Wasatch front and back (other than Parley's canyon) must face the utmost scrutiny from economic, environmental, and common sense viewpoints. The north-south Wasatch crest is a natural barrier that is not amenable to being short-circuited for short-term economic gain and convenience. I applaud and I am in favor of reducing pollution in the Cottonwood canyons, however making the Cottonwood canyons a throughway to the Wasatch back is an invitation to disaster and an open door to massive further development (especially the Guardsmans Pass area) in the very area that must be protected. I am against any new right-of-way up either of the Cottonwood canyon bottoms for additional transportation modes as proposed as an alternative. The existing roadway must be able to support any selected alternative transportation mode. Mitigation of environmental impact and scenic degradation would be impossible. The shuttle system is completely unworkable except within ski resort boundaries (not between ski resorts, or between urban areas and ski resorts). Mass transit in the form of efficient, nimble, clean, and convenient multi-passenger vehicles is the only viable alternate I can see. The drawback to this is that there must be adequate dispersed parking for riders. This doesn't mean a massive parking lot at the base of each canyon road.	Bluffdale, UT	03/31/2015
	Thx for the opportunity to contribute. Good luck. mm	Boise, Id	03/06/2015
	Mountain resorts in Europe have had rail access for several generations - I was pleasantly surprised to see a light rail option considered for Little Cottonwood Canyon - The worst part of a ski day at Alta is the drive back down the canyon.	Bountiful	04/30/2015
	I would favor in particular new dedicated biking lanes to be added which provide safe passage for cyclists to venture into the canyons. I also feel that as public transportation into Little Cottonwood is upgraded, that automobile access should be limited to those who are either staying in the canyon overnight, or by special permit. Day users and resort workers in the canyon should be required to use the public transportation.	Bountiful, Utah	03/14/2015
	There are a number of options that all lead to almost the same desired end..to make the whole area open to those who wish to explore. It is not so much how many tourists will complete a tour or exchange..it is the perception of this whole that is important.	Bradenton, Florida	04/29/2015
	Car pool	Breckenridge	05/01/2015
	Not sure if the tunnel idea between Alta and Brighton is a good idea. Might be better to only link these two canyons by lifts. Do we really need cars travelling from one canyon area to the other?	Brighton	04/27/2015
	A straight rail system with limited stops from downtown SLC/SLC airport, up LCC (stopping at Alta and SB), through a tunnel into BCC (stopping at Brighton parking lot) through a tunnel to Park City (stopping in downtown PC) - is the best option for transportation, the environment, preservation, recreation, and all of the interested economies. With a rail system you will discourage driving, and better control mountain Access with limited stops, not only for skiers but for all recreation and mountain enjoyment. The European countries which share the Alps also care deeply about their mountains and preserving the environments, rely on the mountains for recreation - and they are completely dependent on well thought-out train systems that very delicately transport millions of people through a very well preserved environment.	Brighton Utah	03/17/2015
	I am undecided on all of the above topics because it is very difficult to understand (from this web page) exactly what the proposed blueprint is! I see several options listed under "proposed blueprint" and it is not clear which is the most likely. It is obvious to me that the best option is the light rail from SLC airport/downtown, south along the Wasatch Front, up LCC with stops in ALta and Snowbird, through a tunnel stopping in Brighton parking lot, and through another tunnel stopping in PC - and back again. I agree that the major concerns are environmental, economic and recreation. I believe the BCC's secluded reality, while part of its appeal, also make it difficult for homeowners to rent their properties in the winter. I have spent a lot of time skiing in France, Switzerland, Austria and Italy and it seems obvious to me that we need to follow their lead. While I lived in Zurich and Geneva I was able to take a train (with one or two easy changes) from both of these major city centers or the airports to the ski lift in Zermatt or Chamoniix. No cars, no traffic and an incredible skiing experience. I would also say that with these train systems the European countries did a very good job preserving their environments in these mountains. In BCC or LCC, if you had a train system connecting to Park City residents and renters could take an evening ride over the mountain into Park City for dinner or after ski. This would be a huge boost for all three of these economies! It would discourage driving in the evening. Your proposal, while better than anything else I've seen, still excludes the possibility that BCC residents and renters will have evening access to the bars and restaurants in Park City. The very obvious option to me (and I believe one of your blueprints) would be to a light rail connect from SLC airport/downtown, south along the Wasatch front, up little Cottonwood with stops in SB and Alta, through a tunnel into Brighton parking lot and a stop there, and through another tunnel into Park City. For me, it seems very important that this train line will continue (perhaps less frequently) late into the evening so Park City could gain the Economic benefit of more BCC and LCC homeowners and renters using their restaurants. At the same time, with so many houses and cabins in BCC, an evening connection will provide an additional economic injection to Park City which should certainly be welcome! So with this necessary evening connection in mind, the light rail with the above connection (which done in the European manner could be minimal impact to the environment) is the obvious best option. If you consider the economic interests (and I believe you have) of all the interested parties, not just the ski resorts - Park City business owners (tax payers), BCC house/cabin owners (tax payers), ski resorts (large business and tax payers), the SLC and PC local governments (tax spenders), - why not look at this project as a public/private cooperation expanding the possibilities to include the light rail train system. This is absolutely the best option.	Brighton Utah	03/16/2015

Scale it back. Add park and ride space at the base of little and big. Increase city bus service to those park and ride spots. Add year round bus service up both canyons both early in the morning and late at night. Rail to PC, sure. And call it good. Why waste so much money installing and maintaining rail from PC to Little Cottonwood???	Brighton, UT	02/09/2015
I don't see that any of the proposals look favorable, they disregard the environmental issues that are of concern, such as continued deterioration of the watershed, noise and future impact issues.	Brighton, Utah	03/06/2015
Without substantial Funding from the Government, all alternatives besides Option B (Busses) appear to be totally unrealistic cost wise. Tunnels to utilize more vehicle traffic do not appear to be environmentally sound. Aerial Trams and Lite Rail do not appear to have the capacity realities that will actually aid this problem. Vast bus systems like in Zion Park that are mandatory appear to be the only realistic option. HOV use needs to be monitored and allowing people to pay extra money (as is seen on I-15) not only are detrimental to the ecological goals for HOV use, but are actually counterproductive on all levels. Enforcement for dedicated use of true HOV use is essential.	Brighton, Utah #4121	05/01/2015
Please consider a high-efficiency bus system vs. a cog-rail or funicular rail system for Little Cottonwood Canyon.	c.h.c., #4121	03/16/2015
Adding transportation lines (or expanding roads) is not an environmentally sound way of protecting our watershed. Inevitably grease, oil and other non-biodegradables will leak out. Perhaps we could look at making the roads up Big and Little one-lane with a 15-20 mph limit. Hand the rest of the space over to cyclists. Then install a light rail or all electric BRT system up an extra lane. By keeping the system all electric we can easily decrease the amount of petroleum based products that leach into the environment. The emissions will also be outsourced to the easiest to control source (the power plant). The lower speed limit on the road will act as a further incentive for individuals to use the alternative transportation mode.	Cottonwood Heights	03/02/2015
Choice B of BRT for Little / Park City corridor is the best choice. Do this first and reassess. It is very likely that with a good BRT, the needs are met. The Airport and Summit County proposals look good. Thank you very much for the opportunity to provide feedback. Please listen to the citizens, rather than the developers and those who will gain financially or politically. We owe it to the future generations to preserve this very unique resource. Once it's gone, it gone.	COTTONWOOD HEIGHTS	02/09/2015
Cleaner running buses.	Cottonwood Heights	03/16/2015
Creating tunnels with minimal impact is preferable to running aerial trams across the mountains.	Cottonwood Heights	02/05/2015
Drop the tunnel or tram idea and you'll have some good ideas that remain	Cottonwood Heights	02/27/2015
Emphasis should be on improving public transportation systems with current infrastructure.	Cottonwood Heights	05/01/2015
Expanded Bus service meets or exceeds 13 of the 14 criteria. This is a inexpensive option that would not destroy Little Cottonwood Canyon.	cottonwood heights	03/13/2015
Get ONE Wasatch on the table!	Cottonwood Heights	02/12/2015
I am against any train up little or big cottonwood canyons. Shuttle service up mill creek? Most people will drive.	Cottonwood heights	04/26/2015
I am delighted that the blueprint limits more development in the canyons, but I would favor giving incentives to use natural gas buses and do not support light rail, train or tunnels.	Cottonwood Heights	04/26/2015
I believe a train system in LCC will look fancy and slick - but will not work (see my questions above), and will become a huge tax burden on Utah residents	Cottonwood Heights	03/05/2015
I fail to see how establishing a transit-only winter connection (perhaps Guardsman's toll road for private vehicles ) does not merit further consideration. Transportation system management alternatives would best serve ALL the needs of the Cottonwood Canyons. Up/down canyon transit and protection is a wise investment just not cross-canyon invasive infrastructure. Cross-canyon connections would saddle the local economy with a tourist-serving boondoggle that is only used for a fraction of the year. Travel reliability in inclement weather and the delay related to avalanche are an inevitable part of the skiing experience. The urgency to provide alternative evacuation routes seems like a straw man motivation as these canyons, for the most part, have never been connected for years. Cross-canyon connections are the antithesis of preserving the community character. Improved transit connections (regardless of mode) from SLC to PC would be a wise investment however NOT through the Cottonwood Canyons.	Cottonwood Heights	02/05/2015
I strongly oppose putting a light rail up Little Cottonwood Canyon and tunnels to connect the canyons. I also oppose any ski interlink between the resorts as proposed by One Wasatch. Transportation development should have a minimal impact on the environment, which these would not. I support using increased bus service for summer access to the canyons and use of Guardsman Pass to connect Big Cottonwood Canyon with Park City.	Cottonwood Heights	03/29/2015
I think more attention should be paid to the idea of Salt Lake to Park City light rail, that seems an afterthought to this current proposal. This is both beneficial for the larger community and moves more commuters where they already are, while giving greater access to the resorts at PC, instead of so much focus on expanding commuters into the already cramped Cottonwood canyons.	Cottonwood Heights	02/04/2015
I think that the impact of LRT up Little Cottonwood could potentially damage/limit the trail and outdoor experience. I think that improving the Guardsman road for year round use (at least as a stepping stone) should be reconsidered.	Cottonwood Heights	05/02/2015
Ideas to improve communication between SLC and the airport and Park City are much more acceptable as there is a large and existing corridor up I-80 that can be piggy-backed with less environmental impact. Use that. Don't link LCC or BCC to each other or to the Park City side. Please, please please don't ruin LCC or BCC. Park City is already commercial. LCC and BCC are quaint and special and small and limited. That's the beauty and the magic of those areas. Let Park City be the "Vail of Utah" and let LCC and BCC be local treasures.	Cottonwood Heights	03/06/2015
If a train would be built up LCC I could see that as a viable alternative. The current bus systems is rarely if ever actually on time, the park and ride is almost always full, and hitchhiking up the canyon is easier, faster, more reliable, and more pleasant than a bus ride. It makes me wary that the proposed alternatives all look at increasing users in the canyons. They're already tight, please don't make them tighter.	Cottonwood Heights	04/07/2015
I'm happy with what I've seen thus far. BCC will be challenging.	Cottonwood Heights	04/08/2015
I'm neutral on this because I don't see data backing up the proposed alternatives. I am opposed to aerial connectivity between the Cottonwoods and Park City (destroys view shed).	Cottonwood Heights	03/06/2015
In the little cottonwood corridor I do not believe that options a, b and c meet purposes 8, and 13, which as I said above are really 2 of the 5 actually useful stated purposes. I would also need to see data to convince me that alternatives a and b would actually meet purposes 3 and 11. That doesn't seem like very good agreement to me. It seems like some combination of D and F could best meet the needs. De-incentivize driving, use the revenue from this to increase frequency and decrease cost of buses, and provide convenient parking in locations that are acceptable.	cottonwood heights	04/24/2015
Increase Bus service in mixed traffic up Little Cottonwood Canyon is the best option and fills most of the purposes. NO extra Lanes or a Train up Little Cottonwood Canyon.	cottonwood heights	04/29/2015
Increase bus service up Little Cottonwood Canyon. It DOES meet most of the Corridor purposes.	cottonwood heights	04/29/2015
Increased Bus service is the only acceptable idea. Your corridor purposes seem to be written to only support destructive extra Lanes or a Train.	Cottonwood Heights	05/01/2015
Increasing bus service in mixed traffic with fare free natural gas or electric buses with multiple stops in off ski seasons would certainly satisfy almost all the purposes, why does the "purposes and alternatives" document say it only addresses one?	cottonwood heights	04/30/2015
Keep guard road open year round. No trams, no tunnels. No connection between Alta and others except by ski or foot. That will win in everyone's favor.	Cottonwood Heights	03/12/2015
light rail up little cottonwood makes sense, but there's no need to connect to park city. there is zero need to connect the back with the front (by lift or tunnel), anything connection between summit county (deer valley, vail) and the cottonwoods is strictly for tourism. I'd gladly pay \$345 per year per person to NOT bring more tourists to the cottonwood canyons.	Cottonwood Heights	02/24/2015
More frequent Buses up Little Cottonwood Canyon meets 13 of the 14 criteria. This is the only transportation idea that should move forward for LCC.	Cottonwood Heights	03/16/2015
Nearly all of these options would greatly impact the homes of people in Granite, Cottonwood Heights, and lower Little Cottonwood. These home owners have purchased in these location to be closer to the mountains and the peacefulness they provide. I'm interested to see how and where these means of transportation would start and end. Light rail and Bus seem to be the best options but also see to have the greatest impact on space and noise pollution.	Cottonwood Heights	04/26/2015
No extra lanes and no trains/tunnels. Buses only. Especially up LCC.	Cottonwood Heights	03/19/2015
No linking resorts and no tunnels please	Cottonwood Heights	05/01/2015
Rail or Aerial Little - Big - PC - Bus Parleys.	Cottonwood Heights	02/11/2015
See above.	Cottonwood Heights	03/09/2015
See other note	Cottonwood Heights	03/13/2015
Shuttle in mill will need to accommodate dogs and bikes. Need to clarify why light rail is not considered an option in Big. Need to understand better where transportation hubs would be located with impact statements for the proposed area.	Cottonwood Heights	03/15/2015
Stop while you still can.	Cottonwood heights	03/27/2015
The ski areas in Big & Little Cottonwood Canyons should provide a park&ride location and a charter bus service for all the employees...that would help with parking and traffic in the canyons. A good start. Next could be a charge to enter the canyon with a car...similar to paying to go up Mill Creek Canyon.	Cottonwood Heights	03/16/2015
This is about the future and all options need consideration. The goal is to preserve what we have for generations to come to enjoy. To ultimately achieve this we need to move away from the single passenger in a car model and move to a more viable and economically friendly combination of public or shared transportation.	Cottonwood Heights	03/12/2015
To misquote Mr. Spock: All your alternatives indicate a reliance on two dimensional thinking--or 20 year development thinking, as the case may be. Just like the Cottonwood Canyons, engineering the correct right of ways should be the point of the short (5-7 year) game. Getting mass transit off the freeways and into properly designed, weather protected (and up there, perhaps subsurface would make the most sense) right of ways should be the focus. But rail is far too expensive--not to mention that evolving technologies will make it obsolete. 19th century solution, yes?	Cottonwood Heights	03/03/2015
USE HIGH SPEED BUSES IN ALL CANYONS AND PARK CITY, NO TRAINS	Cottonwood Heights	03/12/2015
We don't need more roads. We need viable mass transit. Trains and tunnels would be the best, albeit not the cheapest. The backcountry land would remain intact, and transportation would be solved. And if it eventually connects to the East side of the Range toward Heber, the mountains local population could now chose to live in a way cheaper community and help spread the population growth of the SLC Valley.	Cottonwood Heights	04/29/2015
We have to be careful what we wish for. Who and how do we determine saturation? over use? multiple and compatible uses(s)? I live here and am in the canyons daily. I am a stakeholder.	Cottonwood Heights	03/12/2015
Would favor transit options that would decrease private vehicle use in the Cottonwood Canyons.	Cottonwood Heights	03/12/2015
Year round bus service is the best alternative.	Cottonwood Heights	05/01/2015
Yes. Why did you take more buses off the list it does meet almost all of the purposes? This is the kind of thing that makes it all look corrupt.	cottonwood heights	04/29/2015
You list many alternatives for the future, but I'm wondering if it would be valuable to have a transition plan that provides immediate benefits and still works towards a long term more comprehensive objective in a phasing approach.	Cottonwood Heights	02/27/2015
You seemed to ignore the, increased bus service idea, even though it fit most of the criteria. That makes Mountain Accord look very bad.	cottonwood heights	04/29/2015
You should be considering how to get out of the whole idea.	Cottonwood heights	03/17/2015
You should consider additional alternatives.	Cottonwood Heights	03/02/2015
A monorail system going up big cottonwood canyon would be a challenge both financially and logistically but it could be a very environmentally sound solution and could be a good connection for all the ski resorts.	Cottonwood Heights	02/12/2015
We really need to consider additional alternatives to regulating land use. Putting more people on the winter slopes will only generate more economic development until the first disaster or the dissatisfaction that comes when overcrowding the mountain tips results in an unpleasant experience on the "greatest snow on earth." And we especially need to consider other/additional alternatives before our drinking water, our clean air, our environment, and our other mountain resources (for example...fishing, hunting, hiking, biking, camping, solitude, etc.) no longer support our population.	Cottonwood Heights City	04/21/2015
I support public transit expansion (busses) to limit private car travel/parking in the canyons. I do not support trams or tunnels to connect resorts or canyons.	Cottonwood Heights, UT	04/18/2015
Some of the alternatives are too damaging to the watershed, such as bigger roads with dedicated bus lanes, etc.	Cottonwood Heights, Utah	03/05/2015
Don't hurt the rock climbing boulders or cliffs, please.	Cottonwood Heights, Utah	05/01/2015
I repeat my statements above here and for the same reasons.	Cottonwood Heights, Utah	03/15/2015
Only issue is where are 2 additional travel lanes or a rail system put without destroying the visual splendor of the canyon	Cottonwood Heights	02/10/2015
These enhancements encourage further loading of the resource. Unless access is somehow restricted and implemented, these alternative only exacerbate the problem over time. I am very much in favor of reducing vehicle travel in these areas, but only if access is somehow limited. I also feel that those (ski areas, etc...) should pay the lions share of the expense that would result from these implementations. They are the economic beneficiaries in this scheme.	Cottonwood heights	02/05/2015
I think that in all circumstances an ariel links between the resorts for both winter and summer would be huge improvement for the pedestrian (skiers and hikers). I would combine this with light rail.	Deer Valley part of year. Otherwise London	02/05/2015

	As a tax paying snowboarder, I find any expansion of Alta extremely offensive. How dare you try to even further limit accessibility in the Wasatch. This plan is a direct attack on snowboarders and shows the extent that discrimination is accepted in Utah.	Don't worry about it	04/30/2015
	For one thing remove the transit connection from Alta to Brighton (no road, tunnel, or tram). That is a pristine area and any public access road access will destroy it. If the proposed transit route from Brighton to Park City exploits Guardsman Pass, I would consider that. A road already exists (albeit the Guardsman pass section would need improvement as proposed). This would permit transportation over the mountain to park city without having to access Parleys.	Draper	03/16/2015
	LRT is not economically nor environmentally appropriate. If large investments must be made then Guardsman Road is the most sensible of the large projects listed.	Draper	04/05/2015
	Stewardship of our Watershed Health and Recreation Resources vs Killing the Goose that laid the Golden Egg. Elements of the Wasatch Accord "proposed blueprint" are very good, but some of the options still under consideration represent significant short sighted folly, in my view. The Express bus service to Park City is a very good decision. Use of NG and low emissions buses would make it even better. Relative to access into Little Cottonwood or Big Cottonwood, managed access with preference and significant incentive for express bus (low emission) into the canyons makes great sense. Several options on the transportation table will almost certainly exceed the carrying capacity of a healthy watershed, resulting in degradation of the mountain recreation experience and healthy watershed. While the Wasatch Accord and blueprint study notes the trips to the Wasatch are nearly 2x that of Zion NP and population pressure is expected to increase many times over in the future, all but one of the transit alternatives are based on the premise that added transportation of more people is better. Quite the contrary. Look at the heralded successful approach of Zion. Leadership and stewardship of the Wasatch would emulate that successful approach of managed access to retain the recreation experience and health of the ecosystem. Notably, Zion does not have the same pristine drinking water supply water quality resource to protect, yet the value of a reliable and high quality water supply in the Wasatch will increase dramatically to supply the growth in the region. The only sustainable transportation options are those which recognize and honor the healthy population carrying capacity of the mountain watershed, both in terms of vehicles coming up the canyon, but also in the safe number of people who can and should be "extracting" recreational resource value from the area. Do we want an experience that boasts 80,000 persons on the mountain a day with respective "footprint" of deleterious impact on the recreation and local environment, or a healthy experience which boasts a quality recreation and quality watershed health? The transportation decision we make will dictate the protection or decimation of our resource, and respective value we receive in return. What is the healthy carrying capacity, and what is the transportation management scheme which assures that? That is the question and strategy we should follow.	draper	02/15/2015
	The proposal relieves economic congestion to the Park City area, in exchange for land protections surrounding the Park City area. It does not benefit those that love big and little cottonwood canyons - the majority of the patrons. Instead, it creates a transit system that will draw more destination tourists from the park city area into big and little cottonwood recreation areas, and also vagrant traffic on public transit from the valleys. This does not benefit those who truly love, use, and appreciate the local resource. The protections offered in exchange are vague and unsubstantial. Increased use, and increased marketing will only bring more people and commercial traffic to the area, damaging the environment. When rapid growth is a concern, why do we push to grow it faster? Jobs created will be low wage, resort jobs, developers will benefit wildly with large property/business owners, while local, Salt Lake Valley people stand little to gain.	Draper	03/06/2015
	The proposed plan does not address the poor cycling transit routes on the east side of the Salt Lake Valley. There are no safe east-west bicycle lanes between I-80 and south of Fort Union Blvd. And there is no way to commute by bike north-south to a fixed-rail transportation option. I would like to see an option where I can safely ride from Wasatch Blvd to the Murray FrontRunner station. The bike-to-bus-to-Trax-to-FrontRunner-to-Utah County is too long, cumbersome, and expensive. It's cheaper, faster, and easier to drive by myself.	East Millcreek	02/05/2015
	The LRT approach is the best, long-term solution to this issue. More buses just kicks the can down the road and has the same environmental impact as expanding the roadbed for trains.	East Millcreek Township	02/05/2015
	Jason Hammond I would like to see an underground rail system going up Little Cottonwood Canyon that connects Alta, Snowbird and Big Cottonwood resorts and continues over to Park City. This system would cost more but the long term benefits and savings would be worth it. People need to understand that not just skiers will benefit, but essentially everyone who wants to visit these areas for whatever reason year round would have this option. If we made the underground system big enough and fast enough, people would also use it for work commuting between SLV and Park City. This could eliminate the future need for a rail system up I-80. An underground auto traffic and pollution removal system would eliminate the need for snow removal in the canyons due to roads closed/avalanche etc, create faster arrival times than autos, negate parking issues, and minimal impact on the environment because we can bury the system and replant over the underground rail line. People from Ogden to Provo could take light rail from their home cities to the underground train up Little Cottonwood canyon year round to resorts, cities and shopping in Big and Little Cottonwoods and on to Park City.	Farmington	02/26/2015
	Imposing fees for driving cars in the canyons is a realistic disincentive to drivers and would push people to use public transportation such as buses.	Granite	02/12/2015
	Leave it alone.	Granite	02/04/2015
	Digging tunnels is NOT the solution!! We need to incentivize people to use the already existing transit, ie if you ride the bus to ski you get X off your ticket/pass...or creating a lane that is strictly bus access so if we drive we can see the obvious benefit to taking the bus. A tunnel to Park City is not cost or environmentally effective...why not work to create a routine all day bus system up/down Parley's that would not only serve skiers but also people that work in POC/SLC. Bottom line, unfortunately, we are a very "ME" focused society, so we need to find a way to convince people that using public transit is beneficial to "ME", ie. I can do work and respond to txt and email on my way to ski and take care of business so my ski day can be that much longer, and I don't risk being a distracted driver!	Heber	05/01/2015
	I cannot envision a train or connection to the Wasatch Back. That will just bring too many people into wilderness areas and will encroach on wildlife habitats.	Heber City	04/09/2015
	Reducing auto use and all residual affects is still the goal. Deciding on a tram system from Sandy vs. a tram from Park City to the Cottonwoods shouldn't be considered. Neither is the correct choice. KEEP THE EXISTING BACKCOUNTRY - BACKCOUNTRY! Do not touch our jewel. Only work to acquire private lands to designate them a protected federal lands.	Heber City	03/26/2015
	Some really dumb ideas.	Heber City	02/10/2015
	When you plan on ruining something you definitely have a great plan go with it!	Heriman	02/10/2015
	I think the plans need to recognize that the canyons are used in three distinct ways: 1--Summer. Fewer visitors doing many different things. Parking lots are often full. People are going to many various locations. Traffic is not a major problem (now) but access points are generally insufficient. Note full lots at most hiking trails, notably those in the Albion Basin. 2--Winter, typical day. Current transportation and access seems to be working well. 3--Winter, holiday and weekend. This is the current problem. Too much traffic and environmental impact. However, this really is only a few days a year.	Heriman, UT	03/11/2015
	Guardsman's pass already connect BCC to park city, why not just pave the dirt sections and plow it in the winter and only allow busses to connect people along guardsman's pass? A train is just flat out excessive and would be way to disruptive to the mountain environment. I think a better idea would be to have something similar to what they do at Zions national park, where you park and take the bus to where you want to go and no cars are allowed. You could have a big parking garage where the current park and ride is at the base of BCC and have busses that go up both canyons all day and restrict all cars, or add a significant fee to drive a car up like \$30 or something.	Highland	04/16/2015
	Keep our environment intact...no trains or trams!	Highland	04/16/2015
	The fastest growing area along the Wasatch Front is Utah County, and this is where a third of the Wasatch Front lives today. I would like to see more options for getting to the ski areas from Utah County. For instance, a single ski lift and parking lot near Tibble Fork Reservoir in American Fork Canyon to Mineral Basin/Snowbird may alleviate drive traffic up to LCC/BCC/PC by a third.	Highland	03/12/2015
	Express Buses in any canyon is a difficult ride. The roads are curvy and it's hard to see out windows all the time. Would rather see more ariel transportation or light rail.	holladay	02/04/2015
	Great meeting Monday night Feb 23, at Alta. Some ideas mentioned during the meeting have helped me clarify my position in support of bus rapid transit. I believe the engineering concept of putting a train up Little Cottonwood Canyon to solve the sometimes chronic car traffic issues must be considered separately from the engineering concept of connecting Alta with Park City through a tunnel. Accepting bus rapid transit in a dedicated third lane, along with possible snowbeds and highway realignment away from the biggest avalanche slopes, need not require nor rule out the underground tunnel to the Backside. The underground tunnel solution tying the three communities of Alta and Brighton to Park City must be considered independently of the hill-climbing cog railway proposal. A transit solution that does not require a central railway yard in Salt Lake Valley could function independently as a closed loop system, wholly underground, with daily maintenance performed at a service facility that is part of the terminus. It would not need to go up and down the canyon. The underground environment in a tunnel is at constant temperature, protected from the weather. This is nothing like outdoor highways and rail lines. A cog-rail train pulling a string of cars adequate for canyon travel is costly over-engineering in a tunnel. Furthermore, it can't provide prompt travel demand that a queue of, say, driverless, programmed shuttles based on technological advances which might become reality within the next decade. An electric shuttle car system on a simple loop track would be economically practical in a tunnel. Please note I am not arguing in favor of a tunnel, only that it should be offered as a choice separate from solving the red snake of cars problem. Transportation choices must not be limited to transportation hardware manufactured for other legacy projects. Choosing bus rapid transit now, instead of a cog railway, allows the dedicated highway lane to be used in the future by some yet-to-be-invented UberLyft pod car solution that doesn't require a canyon parking space, computer dispatched to you and a few friend's locations to autonomously carpool up the canyon and to be available for your return at a scheduled time at the end of the day. When canyon residents, visitors and FOA supporters, think about whether or not they want the interconnect to Park City, they should understand it is a completely separate issue from the Alta highway. The discussion of the best transit modality for Little Cottonwood Canyon needn't be influenced by the OneWasatch interconnect decision. Instead, the conversation can be about land conservation, watershed preservation, how to keep Alta's end-of-canyon experience intact, and how not to love Alta too much. We must make it clear that the choices don't need to be driven by trains. As Sheridan so eloquently argues, community values, economic growth, and quality of life choices are far more important than fixed asset infrastructure investments intended merely to gain competitive marketing advantages	Holladay	02/24/2015
	I like that there are a variety of options being presented. Which one is the best, I'd need more information to determine, but I think that the discussion is on the right track.	Holladay	04/29/2015
	I think the range of transportation alternatives for the Cottonwood Canyons and for the I-80 corridor are good. The range of alternatives for the Summit County connectors is too narrow.	Holladay	05/01/2015
	In 2010 I uprooted my family and changed a 20-year professional course to experience life and raise my children in the Wasatch mountains. I have recreated extensively in the backcountry since that time and consider myself as close to a native Utahn as one can be if not born here. Though I appreciate the Mountain Accord effort and goals, the bottom line is simple. When it comes to the wilderness, the concept of compromise is unreasonable. The human footprint on the backcountry should be minimized in order to preserve the wilderness experience for all to benefit. Destroying the backcountry for the purpose of development and economic benefit should be avoided at all costs. To do otherwise would ruin the unique aspect of our home--living in a thriving metropolis that allows incredible proximate access to a pristine wilderness experience. I support the goals of the Accord, but discourage an attempt to link Big and Little Cottonwood canyons and their resorts to Park City and theirs. Charles Katz, M.D.	Holladay	05/01/2015
	In terms of the cottonwoods, you should forget about connecting them with park city and each other. And instead think about enhancing the bus system and perhaps restricting single ride passenger vehicles. The problem is not because you can't drive to solitude from Alta or from Park City to Brighton. The problem is the popularity of Little cottonwood and the said traffic and high use of that canyon.	Holladay	03/11/2015
	It's pretty clear that the skiing industry is driving this, as the issue of connectivity between Big and Little Cottonwood Canyons is mainly a wintertime issue. Same goes for Park City to Big Cottonwood Canyon. Hence all funding for any solution should be via a ski ticket tax. Switching non-winter transportation to buses will solve your list of problems without costing that taxpayers. Those who want this should be willing to pay for it. Failure of this is grounds to kill Mountain Accord.	Holladay	03/04/2015
	Keeping our Cottonwood Canyons wild will entice those who really want to be in them and who will protect them as stewards of our environment. Do not increase transportation ability to the Cottonwood Canyons. Do not build a train up the canyon. Do not widen the roads. Do not tunnel through the mountain. Do not build a gondola over the mountain. We do not need new evacuation routes. If the mountains are kept as mountains and not as commercial centers then the people will come. Do not encourage the decimation of our children's playground by those who would take advantage of our natural bounty and leave it worse than they found it over and over and over.	Holladay	04/30/2015
	Light rail and tunnel building will only limit the access to the canyons or will excessively crowd the canyon.	Holladay	03/16/2015
	Once again: Extending TRAX up I-80 to Park City makes a lot of sense. The other options -- the ones that seem to be at the top of the stack -- not so much. Depending on how the day out, they support either a Disabled outdoor experience (not a plus), or the privatization of the upper Wasatch.	Holladay	04/15/2015
	Please keep as much of the ski traffic as possible in Parley's Canyon (already aesthetically degraded by I-80 construction). If an additional link must be built in Little Cottonwood, please design it so that it won't make traffic worse by offering an attractive way to get to Park City resorts.	Holladay	04/24/2015
	Rail is preferable to buses for public transit. Tunnels should be used as much as possible to preserve the landscape, especially between Little Cottonwood Canyon and Park City. A loop is preferable to a terminus and the turnaround logistics involved. Direct connection between ski resorts should not be a priority for the system.	Holladay	02/08/2015
	Scenarios should limit the number of personal vehicles in the canyons and reward environmentally friendly transportation behaviors.	Holladay	05/01/2015
	See prior comment	Holladay	03/12/2015

	The Cottonwood Canyons suffer from too many cars. Provide low cost valley parking and demand pricing for resort parking with economical Express Bus Rapid Transit from an inter-modal transit hub located at the Wasatch Blvd gravel pit up both Cottonwood canyons. Provide an exclusive Bus Only lane alongside two normal opposing highway lanes. The bus lane could allow uphill express buses in the mornings and downhill express buses in the afternoons. Morning down-canyon and afternoon up-canyon buses would travel with the car traffic as usual. Several snow sheds to cover the road at critical avalanche zones would increase safety and allow the road to open more quickly on powder days. This transitional system could suffice until the underground section is completed, then the proposed cog rail tracks could be connected coming up from the valley to finish the loop.	Holladay	02/10/2015
	The proposals don't include an option that is NOT aggressive. Honestly, I don't feel like the system is that in need of major change... however, it seems as though the only proposals or alternatives involve major changes. I've lived in Utah for over 30 yrs and have only seen the need for minor tweaks and changes. These major changes have ulterior motives written all over them.	Holladay	02/17/2015
	There is not adequate information on the proposed new transit systems to make an assessment.	Holladay	02/12/2015
	Yes! There is no alternative to leave the Wasatch Front and Wasatch Back unconnected (where transportation improvements would end at the top of Big and Little Cottonwood Canyons). This must be considered for the purposes of preservation and protection of the environment and our water resources, as well as preserving existing backcountry recreation experiences. Economically, it may not be necessary to make this connection either. Also, there should be an alternative that does not connect Big and Little Cottonwood Canyons. In addition to the reasons listed above, it will significantly change the visual resources of each canyon, as well as the opportunities for solitude and each unique canyon experience. We should consider leaving more canyons unconnected. This connection of canyons seems to be driven by the ski industry (and I'm a skier!) but it will significantly change the Wasatch. The motivations for connecting the canyons should be seriously examined. In addition, for the impacts of these connections to be fully disclosed in the EIS, you must have alternatives that examine fewer or no connections.	Holladay Utah	03/03/2015
	see above	Ivins, UT	03/13/2015
	Having alternative transportation to Quinn's and Kimball Jct's, sounds like it would create more congestion in those areas accommodating traffic and parking though it would alleviate traffic into PC. Focus should be on connecting communities where the work force lives (outside PC or SLC) so driving to a parking area is less necessary, and transporting tourists to major ski areas w/o the need of a car. We are still envisioning a future where the car and our individual convenience is paramount to preserving the rural surroundings. My vote is for increasing mass transit in whatever form : rail. bus Forget the aerial tram connection.	Kamas	03/28/2015
	I would suggest that rail is of higher priority as it is better on the environmental impact as well as ridership levels. This also encourages more usage of the canyon without increasing traffic in the canyons directly.	Keams	04/30/2015
	See above comment.	Kimball Junction	04/29/2015
	Salt Lake city would benefit by the development of a well designed parking facility with hotel and condominiums at the base of the 2 cottonwood Canyon with and express bus service to the ski areas and lockers to store ski equipment so that skiers from Salt Lake or out of town could ski on short notice, have parking and rent locker space, hotel rooms or condominiums. This would most benefit all, without dunning the state and Federal taxpayers for some real estate developers in Park City.	Kingsville	04/15/2015
	The theme of my comments is seeming to be repetitive with regards to transportation - focus on improving experiences within the footprint of the existing infrastructure.	Lahaina, HI	03/16/2015
	Eliminate existing roads, convert one or more to electric rail only.	Layton	02/06/2015
	Never build rail.	Layton	04/12/2015
	Nowhere do I see discussion of base-of-the-canyon parking for access to the rail systems (or bus rapid transit). The current park and ride system is overwhelmed. Park at the canyon base park and ride on a busy day, and every bus that comes by is already full. So aggravating. There needs to be a plan for large numbers of vehicles to park, then access the trains and/or buses.	Layton	05/01/2015
	I am upset to see that increased bus capacity is not being pushed forward. A rail system is likely to cause extensive damage to the landscape, some of the world class bouldering in the area, and again, makes no provisions for dispersed users.	Layton, UT	03/30/2015
	Is the "vision" achievable without a ski lift interconnect? Could existing ski areas achieve greater profits by abandoning the interconnect concept and instead expanding on the best available terrain? I expect the latter is the case. As far as I know, no one has compared the two alternatives.	Lebanon,N.H.	03/07/2015
	Transportation is the key and needs to include some modest increase in capacity up/down the canyons during peak winter times. Big/Little Cottonwood need to be increased to three TOTAL lanes, use two up in the morning and one down then switch to two down in the afternoon with one up during the winter season. During the summer season use only one lane up and down and use the third lane for bikes and other non-motorized travel.	Lehi	04/30/2015
	NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON. There are more options that are less permanent and damaging! As tax payers we do not support this! The Ski resorts want this they should be the ones accountable! they should pay not us! they are the ones who are the reasons for more than Half the traffic up little cottonwood canyon from their employees! Make them provide a way for them to get them to work by using the public transit already in place provide more opportunities to use it! Also! the traffic is only bad about 12 days out of the whole year... and only for a couple hours in the morning and evening... Sounds alot like a classic commute on the freeway! there is still rush hour even with all kinds of public transportation there will still be congestion in LCC with or without a train! The ski resorts have state money to mandate anyone to take the public transportation! maybe you should look into that! NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON. We should not pay so you can make it big and we will use the use of our canyon! Also many people live in the canyon and you are doing nothing to protect those residence! NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON. Pollution is just not carbon it comes from multiple things and you are ignoring those! Noise, and Trash, will increase dramatically! also Trains run on energy... energy sounds so clean but behind the plug is a coal plant more energy more coal being burned coal pollutes more than cars! so many have told you your process is flawed stop ignoring us! Just because you have people with big money on your side does not in anyway make it allowable to push us aside for your Olympic agenda ( in 2002 they decided that LLC was too delicate for the Olympics... that still has not changed!) NO LANES NO TRAINS UP LITTLE COTTONWOOD CANYON.	Logan	03/02/2015
	Your "listed purposes" need adjustment. You are not looking out for the public's benefit, you are looking out for what the Cummings want. Busses! Consider busses! Busses are the correct alternative. I do not want the Olympics up Little Cottonwood Canyon. I do not want the canyon destroyed to move people into other canyons. No trains and no extra lanes up Little Cottonwood Canyon. Help the general public, not the fat cats. Your purposes and criteria need to be adjusted.	Logan Utah	03/10/2015
	I feel that we don't need quite the extension on the public transit part. It seems to me that buses and shuttles should be our focus not so much on the tunnels light rail or trains maybe one train to Park city, but not tunnels etc.	Magna	02/07/2015
	See above.	Menlo Park, CA and St. Paul, MN	02/11/2015
	Charge fees -- not do we want to become California? The wilderness is for all to enjoy if they are able or have an interest to do so. Imposing a fee limits that use. Is that the goal? I have not visited Millcreek canyon since a fee was imposed - I used to hike / ski there often- but no more -- has the fee improved what is there -- no! Bus service no cars -- where will we park how often will they run where will they stop how late will they run will there be exceptions for property owners as there is now for their dogs? Rail service same set of questions. Tunnel just stupid and cost is over the top. Connecting the Park City bedroom to the cottonwoods just adds to the problems! Cars - People - Pollution- and last but not least more development! Aerial transportation-- not a viable idea at all and who would it serve -- the resorts not those who use the lower reaches of the Cottonwoods.	Midval , Utah	03/26/2015
	no ridge line trams for transportation, this is an eye sore for our beautiful mountains and a danger to migrating raptors, etc. I like the idea of rail transit through the canyons to reduce automobile traffic but ONLY as long as it can be done with little impact to the environment and safe for wildlife (any possibility of running that train up the canyon underground, maybe directly under the existing roadway?? This would cost more for sure, but would be safer for people and wildlife, cause less damage in the canyons themselves, and would be a solution without the canyons visually looking any different with the train running under the road that is already there.	Midvale	02/15/2015
	I strongly suggest starting small and monitoring the reaction. An example could be to provide parking at the bottom of the canyons with regular bus service to the resorts. Partial financial support could come from charging by the carload (tolls) to use the roads. If nothing else, it would encourage car-pooling. Consider a 3-level charge for cars: zero for EV, 50% for hybrid and 100% for normal fuel. Trucks: 50% for NG, 100% for the rest. If this works, avalanche covers and trains might be more likely to succeed. Adding a third lane doesn't really reduce traffic volume. I don't see any real value.	Midway	04/28/2015
	The canyons get a lot of snow, they have avalanches. Putting a rail system above ground in the canyons would mean snow removal from the tracks and extensive maintenance on the exposed infrastructure. Has any thought been given to using a TBM (tunnel boring machine) for the railway? Less maintenance and no avalanche worries. No impact to the scenery or water drainage. Very little impact during construction to the existing roadways up the canyons. A TBM can be operational 24 hours a day regardless of the weather above ground, shorting the overall construction schedule.	Mill Creek	04/08/2015
	I am not clear on how well each of the mountain destinations would be served by various modes of transit. Perhaps this will become clear after the NEPA study, but it appears certain modes might serve certain destinations better than others.	Millcreek	02/18/2015
	I believe the only hard connection from Summit County to The Cottonwoods ought to be the improvement of the Guardsman Pass road, if indeed a hard road connection IS NECESSARY. A Hybrid Bus Rapid Transit system via a tunnel linking Little and Big Cottonwood Canyons at the top, if found to actually be necessary between the two canyons might be acceptable, however I really don't see the need. The larger issue is greatly reducing vehicle traffic and its related congestion and air and water quality degradation in each of the canyons, rather than linkage of the two for the nebulous reason of avalanche safety or evacuation. In my forty years experience, I cannot see nor have I ever witnessed where the tunnels scenario would have played out as necessary to life safety in any natural or man caused event during the time frame, and my professional career was public safety/law enforcement. I think the reasons being put forth in support of the tunnels scenarios are red herrings.	Millcreek	05/01/2015
	I do not believe that rail transportation is appropriate for Little Cottonwood Canyon. Expanded bus service, whether via conventional bus or dedicated BRT lanes, could provide better access at significantly less cost and much lower environmental impact. Bus transit can provide much more flexibility, both in terms of quantity of service at peak times and ability to stop at multiple destinations. Rail transit seems to be more suitable for long-term (i.e. overnight) visitors, not for short-term (day or half-day) visitors. Rail requires too much infrastructure and has too much environmental impact. It seems to be included primarily for the purpose of keeping resort lodging full, rather than providing a quality experience for local canyon users. One of the alternatives that is proposed to be dropped is to provide BRT in Big Cottonwood Canyon. The stated reason is that needs are greater in Little Cottonwood. However, a combination of BRT in both Big and Little Cottonwood Canyons would meet many of the stated purposes, and I believe it should be kept as an alternative for consideration but modified to include both canyons.	Millcreek	04/26/2015
	I don't think an aerial tram is a good alternative - it would be slow, which would discourage use. Lightrail would be a good option for speed, but we would be giving up protection of the mountain scenery by digging a tunnel through it.	Millcreek	04/26/2015
	My concerns are for sufficient parking and security at the transit stations so that people will use the public transit and for sufficient and safe parking at trail heads so that people will not park in the residential areas near the trailheads.	Millcreek	05/01/2015
	I live by Millcreek and so am concerned how it will work there. Very narrow. But needed.	Millcreek Township	04/09/2015
	Move aerial transit to the "Alternatives Proposed to Drop from Further Consideration" section. An aerial transit system fails to meet goals 8, 9, 13 and 14. Quality recreation experiences are totally extinguished by the presence of transit structures and roads to serve them in the mountains. Parley's Canyon would be better served by a complete, paved trail system connecting Emigration Canyon to Summit Park. Propose user fees equal to transit (bus or shuttle) fees in the Cottonwood Canyons to encourage transit use.	Millcreek Township	05/01/2015
	My primary interest is the Cottonwood Canyons because it is a major source of my drinking water and recreation winter and summer. The system group recommended to drop certain options. The car situation is not good, but only so few days of the year. The idea of a train is one I thought should have been done decades ago. At this point with the health of this ecosystem, impending drought, and the fiscal need of more urgent highway projects such as replacing infrastructure in this country and state, I think this is now irresponsible. The juxtaposition of conservation and increasing human pressure on this part of the Wasatch does not satisfy the environmental goals. Even though I have been told that engineering can ensure limited impact to the environment if tunnels are built, there is no room. We have not seen a detailed proposed route. Where is it going to come out, at the Wasatch Tunnel? How much money will/has been spent on an adequate geological, hydrological study? Is this the shoot, ready, aim approach?	Millcreek township	04/30/2015
	More park and rides at the canyon entrances are needed to enable use of any mass transit systems. I would use the UTA buses more if parking to get on the buses was not such a hassle. Also, Millcreek needs a shuttle/bus. There is way too much traffic in Millcreek and then the parking is very limited. I watched one day as the snow plow needed to wait for several cars to leave, just so he could turn around.	Millcreek, UT	04/30/2015

	The Cottonwood Canyon proposals are interesting but not sure how feasible. Tunnels seem to work well in Europe but they were built long ago when there were many fewer hoops to jump through, making costs much much less. Not clear why the aerial option between top of Little to Brighton was dropped, that seems like a viable option. Likewise, it wasn't clear to me that opening Guardsman road round only addresses one goal. That seems like a very easy (relatively) solution. Suggestions for airport to Park City transit seem great. Would there be a stop at a park and ride near the mouth of Parley's so the bus could serve Salt Lake locals as well as tourists arriving at the airport? Also if the bus could go all the way to Salt Lake people could go up to Park City to party but not drive drunk down Parley's. I am not familiar enough with traffic within Park City to comment on the several options proposed, but don't they already have an extensive and free shuttle bus system? If a free system isn't helping alleviate traffic, why would a new light rail or bus rapid transit system work? Presumably you would have to pay to take either of those, and using the example of the Trax system, it's hard to believe transit times would be competitive with driving times.	Millcreek, UT	02/11/2015
	While a more robust transit system in Big Cottonwood Canyon would be ideal, the cost would likely be too overwhelming, so the alternatives identified to go forward are appropriate.	Millcreek, UT	03/14/2015
	Again until I see a PLAN, not just a LIST of alternatives, I can only say what a poor job of suggesting a DIRECTION for feedback. Are you afraid to say, let's try more buses for skiers because there is no parking space left and we are polluting the air and causing all kinds of problems, where we could give stickers to residents similar to SLC city parking in neighborhoods, but regulate/limit traffic and supply busing service for the rest of us? This seems inevitable as TRAX was, but we need to get going. Give us a DIRECTION to argue about at least, and give us RESEARCH about the CURRENT NUMBERS of wildlife, plants, acres needed to ensure they won't be extinct by 2040 when you want this plan to go into effect. You seem to be trying to please politicians and developers and have not even included the ecology in your thinking process here. Really?	Murray	04/25/2015
	As I mentioned earlier, I do not think that it is necessary to connect PC to the cottonwood canyons.	Murray	04/05/2015
	BRT with no tunnels. See above comments	Murray	02/09/2015
	Do not construct a light rail train in LCC. It would destroy the environment and only be used on a handful of weekends per year. Aside from powder days that fall on weekends, allowing private vehicles works just fine in LCC. To alleviate growing traffic in the canyons, start charging a parking fee as most other major ski resorts across the USA do, which will encourage car pooling. I have yet to see any proposal with discusses how/where parking would be available in SLC to access the proposed light rail trains. If there is not parking at the mouth of the canyons, the project will be a failure.	Murray	05/02/2015
	I can not express enough how much I do NOT want Park City to have rail, improved road, and/or aerial transportation to LCW or BCW. I honestly feel the increased traffic from PC will absolutely ruin the outdoor experience in LCW or BCW.	murray	05/02/2015
	In my opinion, any way to get less people driving their own cars up the canyon is an excellent alternative. Again, it keeps it less crowded, decreases the strain on the environment, and is less of an eyesore. The tunnels suggested connecting big and little cottonwood canyons are a very interesting idea, as it would easily allow for more recreational access without driving out one canyon and back up the other.	Murray	04/26/2015
	It seems there are three main ways to get to Park City area and from Park City area. With traffic continuing to grow and more huge trucks on the roads, all that pollution is going to wear everything out. Consider park and shuttle options, electric street cars, limiting gas emission vehicles from certain areas, carpool. One of my favorite places in the world is New Zealand. The place is paradise because they value nature and restrict everything, including residents, in order to keep their natural resources. The question is, what do we value? Economic development or our already scarce natural resources? Development, Tourism and Revenue come with a price. Are we willing to pay that price? What will we leave our children? Do we value money or a future? Things to consider.	Murray	04/20/2015
	Thank you for your efforts whoever you are to make a difference.	Murray	03/12/2015
	What is the legal authority of this quasi-governmental "authority"? I didn't vote for this shit.	Murray	04/30/2015
	I support all except 2 and 12. Again, what are the details.	Murray	03/05/2015
	Bikes (see above comments)	Murray, UT	05/01/2015
	We don't need tunnels, trains or more ski lifts. We need to increase bus service to where it is so convenient and affordable that people will not want to drive. Create a bus only third lane in the canyons, and turn the gravel pit into a parking/transit hub. Connecting the two Cottonwood Canyons to Park City (or even to each other) would be a disaster.	Murray, UT	04/30/2015
	Maximum conservation. Limit the amount of access and usage to the current level.	Murray, Utah	04/28/2015
	I am not sure there is a good solution, other than charging an explicit fee for every car ride up the Canyon.	New York	03/03/2015
	Parleys Canyon should include a trail.	North Salt Lake	04/30/2015
	Buses	Ogden	04/16/2015
	With apologies, once again repeated from above ... "Light rail transit(LRT)in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City." The foregoing is an encouraging quote from the study. The most "exclusive guideway" would be a master tunnel with Draper as the portal into the "front" with respective branches to access all ski areas and Park City proper. There is Global precedent for such tunneling. Such precedent has been expressed in its very early conceptualization by Master Geologist Leon Hansen ... deceased. There are many of us who believe that a "Super Tunnel" would remediate if not eliminate most environmental concerns and create a cornucopia of economic activity. The father of the Utah Tunnel concept is Leon Hansen. Leon was a Masters degree level geologist who had a lifelong working relationship with the Greater Park City Mining District of Utah. Leon's work dealt with several large, international, mining enterprises. There exists a repository of proprietary data that confirms the existence of precious metals resources that equal or exceed what have already been recovered from the mining district prior to its closure. Mining was halted decades ago because the metals resources were impacted and impounded by water in the mines. Leon believed that the water in the mines is a resource even more precious than the remaining gold and silver reserves. If the waters are recovered, the metals can also again be recovered. Synopsis: The Utah Tunnel will be a tunnel like many other long, long tunnels...New York-85; Sweden-51; Japan-33; Moscow-25; Madrid-25; Finland-74; LOETSCHBERG-21; Chunnel-31; Utah Tunnel-21. The Utah Tunnel would also be 21 miles long and most like the LOETSCHBERG tunnel. Loetschberg is the longest land tunnel (21Miles) in the world. The Loetschberg tunnel took eight years to build and cost \$3.5 billion. The Loetschberg tunnel transports skiers to Swiss resorts more quickly. The Utah Tunnel would be a multipurpose/multi use resource. It will Convey...Water...Strategic minerals...Tourist transit to world class ski and recreational resorts...and other economic benefits to all of the citizens of Utah. The Utah Tunnel...it can be done...during economically difficult times. The famous symbols of recovery in the West during the Depression included: Hoover Dam, Grand Coulee Dam, The San Francisco Bay Bridge and the Golden Gate Bridge. The Utah Tunnel will develop the following resources: Water...Multi-Millions of gallons from aquifers under and around the Uinta and Wasatch mountains recovered. Strategic minerals...\$0,000,000,000 (at thousands of dollars an ounce) of water locked, precious metals (gold, silver etc.) resources freed!!! Travel to ski and recreational areas...rapid, uncongested, and safe transit from the airport and other points to resort areas developed. Hydro and Geothermal power...other economic benefits. The tunnel from Draper to Park City will pass under three of Utah's most famous ski resorts. The plan is to connect those resorts with the tunnel thereby ensuring safe and rapid transportation from the Salt Lake International Airport to the resorts. It is our understanding that there is an existing railroad right of way from Draper to the Airport. Submitted respectfully by ... Wayne L. Wickizer Wayne L. Wickizer - Chairman Golden Lamp Regional Center, Inc. First National Bank Building 2nd Floor 480 East 400 South, Suite 201 Salt Lake City, UT 84111 United States chairman@goldenlamp.org Skype = wwickizer1 Business 801-528-3732 Home 801-326-4960 Cell 435-828-0496 Wayne LinkedIn = http://goo.gl/Rgz9vd Website = www.goldenlampregionalcenter.com	Ogden and Salt Lake City	05/01/2015
	do not want trains, trams or more ski lifts polluting the landscape in our mountains and do not support selling off public land to real estate developers	Orem	04/16/2015
	I'm strongly opposed to both the proposed tunnel and the train up Little Cottonwood.	Orem	03/15/2015
	Please keep our mountains as natural as possible.	Orem	03/04/2015
	Please keep in consideration the light pollution of aerial transportation. Tunnels can be used all day and all night with no visual impact. Just what we need is another set of lights going up and over Park City Mountain resort polluting our environment for the sake of out of state stockholders. The Guardsman Pass road is already established and out of sight of the town of Park City so this is a better option than aerial transportation.	Park City	03/28/2015
	A faster train, rather than a rail should connect I-80 to downtown SLC. Rail is too slow and only connecting to University is unhelpful.	Park City	04/04/2015
	Aerial trams are not a reasonable transit alternative for any of the goals of the transit plan. Current airport transit connections are very user unfriendly requiring long walks with baggage, infrequent schedules, limited service hours, and long travel times. How would BRT be better? May be special vehicles could be designed, but an over the road bus is not a great way to access a nice resort.	Park City	04/26/2015
	An overarching alternative that I do not see is leveraging the existing "back pressure" from inadequate transportation up the Cottonwoods to limit growth. Perhaps an integrated analysis of effects across the 4 focus areas would provide transparency and clarity for proposed actions.	Park City	03/26/2015
	As far as the Kimball Junction to Park City proposed light rail alternative goes - I actually support this but there needs to be adequate park and ride stations along the way (this would apply to the bus alternatives also). I live off old ranch road in the Willow Creek Estates sub-division. Taking the bus from this neighborhood is not an option. If we had a park and ride close by I would be using the bus system. When I lived near old town we used the bus system frequently but now we cannot. Before jumping into building a rail system please make sure that it will also serve the neighborhoods along the entire corridor - NOT just the tourists coming into town. Of course - if park and rides were put in and the huge, sluggish buses were replaced with smaller, zipper, electric vehicles that ran more frequently and increased the routes into pocket neighborhoods perhaps more locals would ride the buses - which might make the dedicated bus lanes on 224 more attractive. You could most likely do this (and add a dedicated lane) for less money than putting in a light rail. I think that with the savings in money you could give every family in Park City a big subsidy to put towards the purchase of an electric car!	Park City	03/12/2015
	As I said above, Park City government is opposed to any public transit between Park City and the Cottonwood Canyons, but I think this would be a great benefit to both residents and visitors alike. It could take the form of rail through a tunnel, or a public tram (not a ski lift out of one of the resorts, however). Lots of people are opposed to the idea of tunnels, but the Park City area already has more than 100 miles of tunnels left from the mining days. Tunnels are relatively safe for the environment because the surface is only minimally disturbed. Buses are not a popular means of transportation except when there are no other options (as in third world countries). So I would favor rail service not only to Little Cottonwood Canyon, but also to Park City and up Big Cottonwood Canyon, including a connection between Little and Big Cottonwood Canyons. After all, you are looking at long term solutions, right? Finally, concerns about the cost should be set aside, because over the long term, these costs will pay for themselves. And people act as though the current costs of maintaining the roads are insignificant, when in reality they are very high (consider the costs of pavement maintenance, snow removal, avalanche control, cost of gas, depreciation on all individual vehicles, etc.	Park City	03/16/2015
	As I see it, the long term plan for establishing a rail and bus / tram system will enhance the Wasatch experience. I just hope that I will see it before I am in my 80's, aka 2040. That stated, the Wasatch would be enhanced immediately with the connecting of all of the resorts via chair lift and Gondola / Trams. I hope this is accomplished in the next couple of years. The time is now!	Park City	02/25/2015
	Ban all cars in Cottonwood Canyons. Buses only. It works in Zion NP. It will work here. Trains are too expensive and have many negative impacts on environment, economy, and character of communities.	PARK CITY	02/25/2015
	Bus rapid transit or light rail is the most realistic solution in the LCC, Park City areas. I do not support a connection between the canyons via tunnel or in any other new way. We need to improve the existing connections with either light rail systems, bus rapid transit or both. Also looking to improve transportation hubs and access to them. Promote public transportation and bicycle transportation.	Park City	05/02/2015
	can we think more "outside the box" and more "decades ahead"? I feel like we are still a little behind the times in our scope of possibilities.	park city	05/01/2015
	Can't a rapid transit line that goes up LCC to reduce traffic and parking issues just end where the road currently ends at Alta? Why does it have to go all the way to PC? Seems like the proposal to go all the way to PC is just a touristy gimmick. Once again, more development hardly EVER equals increased environmental protection!!! Nor will it "protect and enhance" things like character or natural scenic resources at a place like Alta that looks great without rapid transit cutting through it and has character because it still has two-person chairlifts. More buses, HOV lanes, public transit to and from PC and SLC is necessary and doesn't have a huge environmental impact to build; please move forward with these plans. Aerial transit from BCC to PC, not good for anything other than a few people getting rich and paying a huge price environmentally to impress tourists who are already impressed by this place. This is such a huge plan with a massive scope. Please take the time (more time) to REALLY hash out details, provide more MEANINGFUL public feedback sessions and really think about what environmental stewardship actually means. Once we go ahead with this, there is no turning back. We have some precious resources in those mountains. Sometimes it is best not to tamper and invade even though the dollar signs are tempting. Often when we think we are solving one environmental problem (transportation/air pollution being the biggest problem for us currently) we are actually making things much worse over all (destruction of habitat and inevitably more polluted and higher demand on our watersheds). Please take even more time to involve the community who lives here, refine plans and think about future generations.	Park City	04/30/2015
	Connecting the areas by tunnel is an unworkable solution and should not be considered. The construction would damage to water supply for the residents. Connecting the resorts by Gondola is a waste of funds. The few that would want to travel the distance for a few short runs will be at a minimum especially after the initial few ride wears off. The skiing is different between the PC side and the Cottonwood side. "Alta is for Skiers" PC is for resort Skiing.	Park City	04/30/2015
	Consolidating transit during the winter up the Cottonwood Canyons is positive, but accommodations for road cyclists in the summer need to be met and made safer than they are now.	Park City	05/01/2015
	Ditto above. We do not need to turn the entire Wasatch into a giant ski area for the benefit of the ski industry.	Park City	04/30/2015

	Elevated tram/gondola systems should not be dismissed out of hand. They do not solve the puzzle of getting people from the airport to ski areas, but they are very effective measures for moving people from one resort to another. That is a worthwhile objective in and of itself. The only long-term solution to airport to ski area transportation is light rail for BOTH Cottonwoods AND Park City and they should be undertaken at the same time to be fair to the needs of all involved.	Park City	02/17/2015
	For the airport/PC route, I wouldn't go via the University. Tourists are eager to get on the slopes and that would take too long, so they'll just rent a car, which is not the desired outcome. Tourists are already spending a lot of money to come vacation here, so if you can provide good mass transit and eliminate the need for a car, I think that's great. My family and I would use this, too. As for the Little Cottonwood/PC proposal, I think using aerial modes for some of it is bad. I think seeing gondolas would ruin the pristine views and experience for both tourists and locals.	Park City	05/02/2015
	Forget the buses, no one wants to ride a bus. The only thing that makes sense is a dedicated TRAX line up Parleys that goes from the University to Park City (without stops in SLC), and that stops at Jeremy Ranch, Kimball Junction, and then at the various ski resorts in Park City. The TRAX line would serve the local population and the people who drive from SLC to work in Park City, thereby reducing the congestion that starts at Kimball Junction and goes all the way into Park City.	Park City	04/30/2015
	Four Lifts. No tunnels from the Cottonwoods.	PARK CITY	03/22/2015
	Guardsman Pass improvements to keep it open year round, especially for buses, is a much better idea than a tunnel. A tram might be a viable second option. A tunnel is a waste of money. This idea should be removed from the table.	Park City	04/22/2015
	I believe that a combination of B & D will cost the least and still meet goals with a limited need for additional infrastructure. The gridlock up the Cottonwoods causes an unnecessary amount of pollution and increases the risks for pollution and accidents. 1. Protect watershed health, water supply, and water quality. Shutting vehicular traffic up the Cottonwoods reduces added air pollution from vehicular traffic which falls to the ground and into our water/snow with every snow storm. Reducing air pollution increases and protects our watershed, water supply, and water quality. <a href="http://www.chesapeakebay.net/issues/issue/air_pollution">http://www.chesapeakebay.net/issues/issue/air_pollution</a> 2. Provide competitive transit service in the corridor. Reliable bus service is considered competitive if it is designed correctly to be timely and provide the right level of service. Major cities like NYC, Boston, and San Francisco have achieved this. As well as many international cities. 3. Reduce avalanche-related risks and delay in Little Cottonwood Canyon. By forcing only bus traffic up the canyon and closing it to all other vehicle traffic, this would eliminate the stop and go congested traffic that occurs on the road. A communications system to the bus would alert drivers to avalanche control. 4. Provide new evacuation options from both Cottonwood Canyons. No comment. 5. Reduce auto use and congestion in Little Cottonwood Canyon. Access to Little and Big Cottonwood Canyons should be closed to all motorized vehicles except for residents, campers, and those with disabilities during the winter. The canyons are clogged with unnecessary traffic. By implementing this, auto use and congestion would be eliminated. 6. Reduce vehicle emissions in the Cottonwood Canyons to improve air quality. Access to Little and Big Cottonwood Canyons should be closed to all motorized vehicles except for residents, campers, and those with disabilities during the winter. The canyons are clogged with unnecessary traffic. By implementing this, vehicle emissions in the Cottonwood Canyons to improve air quality would be reduced. 7. Reduce parking impacts on environment, safety, and economy. Access to Little and Big Cottonwood Canyons should be closed to all motorized vehicles except for residents, campers, and those with disabilities during the winter. The canyons are clogged with unnecessary traffic. By implementing this, parking impacts on environment, safety, and economy would be reduced. 8. Support land use goals for reduced sprawl and concentrated development. Increasing public transportation would support land use goals for reduced goals because new infrastructure within the canyon would not be needed. The only change would occur at the mouth of the canyon where an expanded parking center would be made available. 9. Create unique, attractive "traveler experience" to increase tourist and resident visitation. People would get out of their cars and just enjoy the ride up rather than be stuck in traffic. 10. Improve access and connections for pedestrians and bicyclists. With less vehicular traffic, pedestrians and bicyclists would not need to fear being hit by a car. 11. Improve travel reliability in inclement weather. Existing UTA buses serving the Cottonwoods are auto-titled with chains that are deployed with the flip of a switch during bad weather. I've seen it... It's pretty cool! Service would not be interrupted. 12. Provide competitive transit service to a range of recreation destinations and economic nodes. People going into a canyon are mostly interested in going to a specific resort. For example, if I go to Disney World in Florida, chances are high that I'm in for the whole day. I'm probably not interested in spending 1-2 hours to get into the park only to turn around and then try to go to SeaWorld for example. Especially if it costs me \$96 to go to Disney and then another \$80 to go to SeaWorld. The opportunity costs to getting up and leaving one resort to go to another are high and not within the realm of most budgets. Again, this point makes me ask the question if your organization has surveyed actual resort goers. More importantly FREQUENT resort goers who this system should be designed for. 13. Protect or enhance the natural and scenic resources of the Cottonwood Canyons. Improving public transportation would not change the Canyons at all except bus station at the mouth of the canyon. 14. Promote and encourage character. People would be so happy to know that they don't have to sit in traffic anymore. Many mountain enthusiasts want to do the right thing and get out of their cars to reduce pollution and congestion. Proposing an alternate system will not ensure this at all. Let's just improve upon what already exists!!! You can run a pilot program which can be implemented at a fraction of the costs to build an alternate system. Incentives should be built into the system, including discounted passes that are only valid if it has been scanned by the UTA bus. Snowbird for example is already setup this way to some degree. My Snowbird pass gets me free access on the bus. I never use it though because the service is not	Park City	02/05/2015
	I can only comment on the Park City corridor. Having lived here since 1999, I have seen a dramatic need for increased public transportation. While the bus service in PC is a gift, transportation to and from Salt Lake has been a challenge. Best wishes to you all as you pursue solutions.	Park City	03/16/2015
	I could possibly support a transportation option running concurrent with I-80 provided it fulfills the requirement to reduce overall auto traffic in and about Summit County. In fact I strongly urge Park City institute a permit system that restricts vehicles that are not resident to our community. As example, Mirror Lake Highway requires a permit for any vehicle which stops along the highway, it is a through connector and actual trained traffic is free to continue through. Park City is not a throughway and therefore any non-resident traffic coming into our community should pay an impact fee for access and city limit wide parking fee for any public lot or roadside.	Park City	04/28/2015
	I do not believe that "Aerial" is a good alternative because it will not be able to carry the necessary volume during peak loads. I favor a combination of "Mountain Light Rail" and "Bus". The possibility of getting on a Light Rail in PC and getting to Alta in a few for skiing would be great. Because Light Rail would not be as weather dependent as a car or bus it would be safer, quicker and more efficient.	Park City	03/16/2015
	I like the idea of transit servicing some of the choke points in Park City, but object to tunnels to and from Park City.	Park City	03/12/2015
	I support the Express Bus in mixed traffic from the Salt Lake City airport to Park City via I-80 as an effective alternative. I do not support the train to Park City. The end point in Park City would be problematic in terms of location and getting to homes and accommodations. Buses have much greater flexibility.	PARK CITY	04/14/2015
	I think existing HOV lanes to Park City is the most reasonable solution for now. Light rail does't seem very popular in Utah and I for one am not interested in paying for light rail and gondolas when only 3 or 4 percent of Utahns ski, also LRT and gondolas degrade scenic value not enhance it.	Park City	04/11/2015
	I think that the train and tunnel ideas for all corridors should not be seriously considered. They are very expensive and have huge environmental impacts. Imagine the carbon footprint impact from constructing a tunnel through the Wasatch or building light rail systems.	Park City	04/26/2015
	I would like to see a train that runs in a C starting at Kimball Junction ending in the cottonwood canyons with the airport in the middle, running in both directions. I have no issues with the cottonwood PC connection, I just think it should be made over the snow (gondolas etc).	Park City	02/08/2015
	I'm totally in favor of the overall plan with the exception of the proposed tunnels. The bulk of the traffic issues are coming from the valley back and forth to the resorts. Tunnels do nothing to reduce this traffic. Create an efficient transportation system (bus and/or rail) to/from the valley to the resorts and the problem is solved. A well planned lift system can better promote economic development and transport between the ski areas. Come on guys this is not rocket science. Let's get this right!	Park City	05/01/2015
	It is too late. At best, we need to develop a European model of sustenance and stop being an economy dependent upon growth, growth, growth. Unfortunately, you cannot get people to give up their cars. Trains (in the plan) will be as empty as the buses currently. Connecting the resorts does nothing but encourage more growth for more greedy developers. Nothing is being done to preserve the current status of our mountains. Skiing/riding at Park City has been miserable this year, due to overcrowding (amplified by horrific snow conditions, which are the new normal). We need LESS people to come to Utah to preserve the EXPERIENCE of our mountains. The last thing we need is to encourage more development, more people to move here, or more tourism. Develop a focus on QUALITY over quantity (think Europe). I'm planning my move to Alaska when I can have the kind of skiing/riding experience I used to get in Utah. It is sad to leave my home of 45 years but is even more sad to see what has become of the Wasatch Front. My best suggestion: develop a few more 'destination' ski resorts in the Uintahs. Maybe that could reduce the overcrowding at local resorts.	Park City	04/07/2015
	Item E) I think opening the Guard road from Park City to Brighton year round can bring increased economies to both areas but will also relieve some traffic pressure. Not to mention cutting 60 miles off a round trip to/from BCC & PC. It does not have to be open everyday or every hour during snow storms.	park city	03/04/2015
	It's a huge range. Rail, bus, sky (Gondola). I believe that the aerial route is the preferred way to go; it has the minimal environmental impact, and in many cases would operate year-round. By not operating year-round, this would give the mountains time to "breathe".	Park City	02/24/2015
	Like some of the alternative plans. I understand the congestion in Little Cottonwood Canyon and perhaps all cars should be limited in that Canyon.	Park City	04/30/2015
	Locals as well as visitors should have access to the Wasatch front. Left out of the thinking is the inevitable need for commuter traffic not just resort traffic. Done well a rail system could meet both environmental concerns as well as economic needs. Midway seems to be left out. Connect all the resorts, and population centers. Provide for more year around permanent housing and therefore increase the use of the transportation infrastructure and decrease the per trip cost. Rail, bus, and private vehicle access should be allowed via guardsman's Pass. A toll could be charged for non resident vehicles. Rail could be subsidized to reduce vehicle use. Electric vehicles should be encouraged. There needs to be a big cottonwood, guardsman pass, Park City, and I 80 mass transit and road loop. All the resorts and population centers need to have access either by mass transit or year around roads, hopefully both. It is missing the point to curb the growth of the recreation industries over minimal environmental impacts when the 6 big polluters in the Salt Lake Valley are allowed to not clean up their pollution and are permitted to increase in size. The recreation industry is the future of UT not the old polluting industries.	Park City	03/28/2015
	Look for unique ways to transport people without compromising goals.	Park City	05/02/2015
	LRT is very expensive. I prefer fee based access.	Park City	02/05/2015
	Mountain Accord Comments (Glenn Wright, Park City Resident) The Recreation and Environment pieces of this project are well done and mostly of concern to Salt Lake County. The transportation element is more controversial. My comments are based on the document called Mountain Accord Transportation Corridor Purposes and Alternatives 2/3/2015 I favor a combination of alternatives B, C and D. "BRT" or bus up both Cottonwood Canyons, with other traffic restricted to commercial vehicles and residents only. "Aerial" connection from Park City to Brighton. "Express Bus from SLC airport connecting to a BRT line from Kimball Junction to the resorts and Quins Junction. Aerial Connection - similar to the Peak to Peak Gondola at Whistler ( <a href="http://en.wikipedia.org/wiki/Peak_2_Peak_Gondola">http://en.wikipedia.org/wiki/Peak_2_Peak_Gondola</a> ). The Aerial connection to replace the Town Lift and start on the west side of the ski bridge, with stops near the uphill terminus of the Crescent Lift, proceeding to a point near Scott's Bowl or Puke Hill, terminating at Brighton base area. This lift is about twice as long as the Peak to Peak gondola at Whistler which cost \$51M CDN. I suggest that it be built in a public/private partnership between the resorts and the UTA or UDOT, to be operated by the ski areas during the ski season and by resort personal, but paid for by the public partner during non-resort operational hours and days. Express Bus - This service must be easy for the visitor to use and include a system to seamlessly deliver luggage to the final destination (perhaps in different vehicles) as well as merging into a robust BRT spine on SR 224. The Chamber of Commerce and travel agents should be promoting mass transit before the visitor arrives and attempt to intercept visitors before they hit the rental car counters	Park City	03/08/2015
	No rail tunnel to Park City	Park City	03/13/2015
	Oops - my comments are above. I found the question confusing.	Park City	05/02/2015
	Opening the Guard road in the winter allows another option for getting to and from BCC and PC. It's important to think about options that are not just skier related. Allow people to live in one place and work in another. I currently drive from PC to BCC several days a week in the winter for work. A tram would not help me. I need my car and the distance in the summer is cut in half.	Park City	03/06/2015
	Park City has it's own issues that Summit County needs to solve. They are confusing themselves with an infinite range of solutions many of which are not affordable or impractical. More dedicated bus lanes, frequent runs, no traffic zones on Main Street and expensive parking should do it.	Park City	04/29/2015
	Perhaps add a parking fee, at least during peak periods, for each resort parking area to encourage people to use mass transit.	Park City	03/11/2015
	Perhaps tunnels are not financially feasible. Over mountain gondolas/trams might be cheaper, increase all-season tourism, and have less impact on the environment.	Park City	04/29/2015
	Please preserve the backcountry!	Park City	02/18/2015
	Please see above. I think there could be an eloquent bus solution- it just needs to be well thought out. At the end of the day, I prefer trains, but we are a long ways off from the public accepting them.	Park City	04/30/2015
	Please try to focus on I-80. That makes sense and that will be used by the public.	Park City	02/04/2015
	Please wait for new technologies before decisions are made.	Park City	03/27/2015
	poorly chosen priorities	Park City	02/24/2015
	Probably buses because of their economy and efficiency. Tunnels would be unnecessary as most people actually ski at only one resort in a given day anyway. The tunnels would also be very expensive. Having an interconnect using chairlifts, trams or gondolas to Park City will just degrade the back country experience and compromise the environmental qualities of the Wasatch. Making Guardsman Pass a year round access road will just increase the traffic in Park City.	Park City	03/15/2015

<p>rail system too expensive and will take to long to implement provide free, reliable, timely, first-class (like a nice train) bus service in lcc and bcc. somehow make all 7 ski areas charge for parking. acquire parking area, such as gravel pit on wasatch blvd., to serve as transit center for all lcc and bcc buses. buses to be modern low- or no-emission vehicles (electric, nat gas, hydrogen) based on technologies already in existence and economical. bus frequency to be extremely high during ski season commute times. lower frequency at other times. rider should have mid-seat that it is easier (as fast, cheaper) to park and ride the bus than to drive up the canyon in their car. provide van service for dispersed recreation users e.g. bc skiers accessing mineral fork trailhead in bcc. i see no reason to try to link Park City with lcc and bcc</p>	Park City	03/15/2015
<p>see above.</p>	Park City	02/28/2015
<p>see above.</p>	Park City	02/05/2015
<p>See above. We have a very predictable pattern a few days a year that does not require this level of investment. If this were Disney land, would Disney spend 5 million dollars studying how to deal with 30 or so busy days a year (and then argue about spending billions of dollars to solve the "long term" challenges" that can be so easily resolved in the short term using existing infrastructure and resources?</p>	Park City	03/11/2015
<p>Still includes tunnels, etc.</p>	Park City	04/27/2015
<p>The following proposals are good and would accomplish the goals: A. Light rail transit (LRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City. B. Bus rapid transit (BRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area including tunnel connections between Alta, Big Cottonwood Canyon and Park City. This following proposal would also be attractive for commuters, which may decrease traffic more than adding the options above: C. Rail from the University TRAX line to Park City via I-80.</p>	Park City	02/05/2015
<p>The gravel pit at the base of BCC is a logical place for a transportation hub. Increased bus frequency, dedicated bus lane going up/down canyons, free bus pass w/ ski pass, free bus pass with lift ticket purchase, charge for parking if less than 2 people in vehicle (and parking fee goes toward public transportation).</p>	Park City	05/01/2015
<p>The ideas are there, but they need to be bolder and sooner.</p>	Park City	02/06/2015
<p>This area needs more attention. I think it important to get this right the first times there is no need to rush into the first option what we need is the best option for our canyons and our future generations.</p>	Park City	02/06/2015
<p>Train up I-80 in lieu of any "new" transit corridor (like tunnel or Guardsmans Pass route, or gondola)</p>	Park City	03/17/2015
<p>Trax up Parley's to serve the Wasatch Back. Linking through LCC is ridiculous - we have commuters, more every day, who could use the Parley's line. A tourist train serves far too few. This is our future - not the ski areas or metropolitan area who want to be ski areas.</p>	Park City	04/30/2015
<p>Use bus lanes on I-80 for transportation to new proposed Kimball Junction transportation center and Park City Transit Center. Some buses may go roundtrip to the airport and others to SLC or Cottonwood Canyons.</p>	Park City	04/30/2015
<p>Wasatch front and back have unique characteristics, while integrating recreation across them via lifts and trails is an excellent idea, building roads and trains to expand the metro area from wasatch front, through the wasatch, and to the wasatch back is a BAD idea. Please go back to the drawing board and take OneWasatch concept, possibly building upon such with some better transportation to the Cottonwood resorts from the Wasatch front, possibly with some better transportation on the Wasatch back, but no new transportation corridors through the Wasatch other than by ski lift and ski trail (which is great and will have no environmental impact, roads, tunnels and pollution from vehicles will).</p>	park city	04/09/2015
<p>We need to see a more detailed plan to accommodate increased transit flow up 80 and particularly along the 224/248 connectors into Park City. It is also important to see data on the economic feasibility of the various proposals and that some of the proposed funding models be shared with the public.</p>	Park City	03/11/2015
<p>Well thought out</p>	Park City	04/30/2015
<p>You can talk about busses all you want, but the reality is that people prefer not to use them. However, One Wasatch, coupled with the use of busses up the Cottonwoods would provide for some pretty amazing ski days.</p>	Park City	04/08/2015
<p>Aerial gondolas are a bad idea. Tunnels are the best long term plan. Could tie in with water treatment of water produced by old mines to produce stable supply for Wasatch Front.</p>	Park City	02/24/2015
<p>The saying "If we build it... they will come" is already coming to fruition with the presence of VAIL...and is very concerning to me. As a 13 year resident in Park city (primary residence) I am very very concerned over the influx of visitors to park city mountain resort, and I am beginning to feel like I am the outsider on the mountain. Gone are the days when riding the lifts I would have the opportunity to chat with other locals...this year 9 times out of 10 I am riding the chair with out of state folks...while I realize how important visitors are to our economy - sadly we are definitely losing the feel of a small mountain town. I see this problem as increasingly worsening with Vail touting the expansion of PCM with Canyons as it is being touted as the largest ski resort in US...they will come !!! My biggest concern is out of control building, and no. 1 overall - the traffic congestion and parking issues. While there are many proposed transit options, some much better than others in attempting to sustain a small town culture, I don't feel either of the councils have the long time PC residents interest at best here, and definitely the consideration of a pathway from Sandy to Park City should be removed - no matter what!! The only sane option that I would consider is placing a "cap" on the number of individuals that are allowed access in any given day on the Mountain for skiing, and consideration of a significant Toll Fee to be placed on private vehicles entering PC from either SR 224 or via HWY 40. Full time Residents of Park City could purchase a Toll pass, but all visitors would be subject to paying a toll if transport into PC is via vehicle. Colorado has electronic Toll cameras that seem to work well. This may encourage use of other transit systems, which there are a few that seem to make the most sense both environmentally and recreationally. I would be in support of a light rail Transit (LRT) both on Sr 224 &amp; SR 248 into Park City as being the most unobtrusive option and if there is adequate parking for people coming up I-80 I believe it would be receptive. Adding BRT Bus rapid transit vs bus in mixed traffic seems to make more sense as well as long as it does not diminish the mountain. The winter season has seen many days (sadly) permitting road riding...and I am a frequent rider on SR 224, and would hate to lose any bike access from Kimball into Park City. And then of course there is the dilemma of Deer Valley, and only one exit path --- we have experienced way too many nights of 45 minute time frames just to get out to Sr 224 !!! I believe the gondola may be a good option, but again that presents with parking issues as well for those that choose to ride the gondola. Once again, a FEE for private vehicle access may be one way to deter folks from driving. In closing as much as I hate our beautiful PC to become such a "Dictator" community.. by limiting the number of vehicles/people to preserve the "land that I love live in" is more important than anything.. if the increases in building (both residential and commercial) continues at the rate we are now seeing, and traffic and congestion on the Mountain - it may be time for us to consider moving elsewhere...sadly, as we had hope to retire here in these beautiful mountains...it may not even remain affordable as BIG corporation and growth seems to be taking precedence. Also, I do agree with all of the current proposals for the Transportation options to be DROPPED...none are acceptable.</p>	Park City Ut 84098	03/11/2015
<p>\$10 million is an excessive amount to be spending on planning. The public needs to know where it is going, how much is being paid in salaries and for consultants.</p>	Park City, UT	04/30/2015
<p>Increased bus service and park-and-rides for the Cottonwoods seems more achievable and useful than a light rail. Frequent every 20 minute bus service with extended hours. A Park and Ride at Kimball and at 248 (and mouths of Cottonwoods) could serve employees at the restaurants, hotels, resorts, as well as tourist and residents. A Summit County and Park City frequent transport bus from the airport during the winter months (perhaps subsidized by the ski resorts) to a new Kimball Transit Center could be helpful. There would need to be a sizable area for taxis to pick up tourist to deliver them to their hotels; as many won't want to use the transit buses on their initial day.</p>	Park City, UT PARK CITY, UT	03/16/2015 04/26/2015
<p>see earlier comments</p>	Park City, UT	04/08/2015
<p>See previous comments.</p>		
<p>\$6 Billion Ouch! Why spend \$6 billion if the resorts can be connected by 3 to 6 chair lifts? Buses, etc can take people to access their nearest Resort. Chairlifts, Gondola's and Trams can take people the rest of the way to the Resort(s) they want to ski. As someone who has been traveling to Europe twice a year to ski, chair lifts and Gondolas make sense. I look forward to seeing Utah ski areas connected in a way that is environmentally sensitive but not at this expense. Please allow the Resorts to bear the bulk of the burden of connecting multiple ski areas instead of the tax payers.</p>	Park City, Utah	05/02/2015
<p>Again, how does increasing population flow to the Park City area improve the Park City area? Please respond. I am confident that you have no valid argument for this position.</p>	Park City, Utah	02/11/2015
<p>I am also going to put in my vote for 1 Wasatch ski area connect</p>	Phoenix	03/17/2015
<p>If it is operated by UTA I support it fully I have very good experience with UTA.</p>	provo	02/06/2015
<p>The destruction of these untouched places should be left as god has created them.</p>	Provo	03/15/2015
<p>Too little consideration has been made for alternatives that are less invasive and destructive of the mountain environment. Once track beds have been blasted out of the mountain, it will never be restored. Please reconsider all parts of the plan that involve commercial infrastructure. More emphasis is needed for development intended to protect the fragile mountain ecosystem. Preservation of resources, rather than building new commercial ski resort facilities.</p>	Provo, UT	02/09/2015
<p>I would support bus or air transit but not train transit up the canyons.</p>	Richfield	04/08/2015
<p>How can a key component of transit to PC go through Alta? You, lol never make town of Alta Avalanche proof enough that this would not be a huge problem it seems to me.</p>	Salt Lake	05/01/2015
<p>I am a backcountry skier, hiker, fisherman and general muscle-powered user of the Wasatch. I encourage all planning that comes from this process, with particular attention to the following issues- 1) Water quality preservation is of utmost importance. 2) Transportation by car should be limited, bus service improved, LCC particularly should be expanded in all possible shuttles, train service, or similar alternatives. 3) No tunnels through the mountains, no gondola, ski lift or mechanized transport should be considered. 4) No further ski resort expansion should be allowed, particularly in Grizzly Gulch, Flagstaff, White Pine, American Fork side of the divide. 5) Overall enviro concerns must take precedence over developers' and resorts' needs. Chris Proctor 1464 East Emerson Ave. Salt Lake City, UT 84105 801.466.1905</p>	Salt Lake	04/17/2015
<p>I don't love the idea of a shuttle in Millcreek Canyon. I would much rather pay twice what I currently pay for an annual pass to not have the shuttle option. I know a lot of my neighbors and friends agree.</p>	Salt Lake	04/30/2015
<p>I would support increased transit to park city but worry about the cost-benefit of a rail line. The current fees for the bus are costly and would rather see increased service and BRT and subsidized fares rather than a capital project. I support the development of Guardsman Pass to a year-round roadway but do not support an aerial tram or lift.</p>	Salt Lake	05/01/2015
<p>See above.</p>	Salt Lake	03/22/2015
<p>We should have a toll station in these canyons first and foremost. Fewer cars are essential. Then work on banning cars altogether, at least during peak hours. NO TUNNELS!</p>	Salt Lake	05/01/2015
<p>What about an alternative that accepts the fact that it is not necessary or desirable to always "grow". Rather we could concentrate on better, more environmentally friendly, and sustainable options. I questions the sustainability of many of the options either environmental, economically, or culturally. I also wonder about the equality of the options and whether or not they take into account lower income populations rather than favor higher income individuals and growth-oriented public agencies. I think that rethinking "growth" and reconsidering "equality" and "sustainability" are lost or misrepresented in the alternatives and the concepts presented.</p>	Salt Lake	03/25/2015
<p>Would like to see more creativity here. For example did not notice considering requiring 2 or more people to a car. And charging. The ski resorts are probably pushing interconnectivity but that does not really seem to benefit most.</p>	Salt Lake	04/19/2015
<p>no extra lanes and no trains up Little Cottonwood Canyon.</p>	Salt lake city	03/10/2015
<p>I think that with respect to the bus system in the canyons something is missing. Instead of just going from the mouth of the canyon to Snowbird and Alta or Brighton and Solitude, there should be in between stops. For people going on hikes and climbing in the canyon, you could take public transportation to a location for instance in between snowbird and the mouth or the canyon. I think this would be more incentive to take the bus up the canyon. Currently you cant stop halfway up the canyon and therefore are forced to drive up to get where you want to.</p>	Salt Lake City	05/01/2015
<p>"Competitive transit service in the corridor" Does this mean it will not be UTA? UTA is a horrible company and doesn't have SLC or the Wasatch Mountains best interest at hand. Cut UTA out and open it for a real competitive transit service.</p>	salt lake city	02/28/2015
<p>I do NOT support expansion or improvement of the current summer season Guardsman Pass Road. In fact, I support closing this road permanently and year round to any traffic. I propose ripping up the concrete, restoring the road into the natural mountain landscape, and restoring the natural mountain and public land for hiking, snowshoeing, cross country, and backcountry skiing. I do NOT support transportation goal #4 providing new evacuation routes out of both canyons. This transportation goal should be removed from the list. One way up and down traffic is a normal and natural condition and limit on growth the Wasatch. If development cannot increase in the canyons due to safety concerns, development should be limited. Unnatural creation of alternative evacuation routes is unnecessary and does not consider appropriate development within the landscape.</p>	Salt Lake City	03/01/2015
<p>1) Improve the summer trail system - new trails and maintenance 2) provide year round subsidized mass transit in the three west side canyons and to PC 3) rail transit from I-15 along I-215 to mouth of BCC, across to LCC up to Alta and tunnel to Brighton. Majority of ski traffic comes from the north past BCC through Cottonwood Heights to LCC; no one will drive to LCC and park to then ride a train for the last 15 minutes. Do not connect BCC to PC with a tunnel and transit. 4) improved road bike lanes in Parleys, MCC, BCC &amp; LCC 5) annual or day paid parking pass required for MCC, BCC &amp; LCC to pay for mass transit, restrooms, picnic areas, trails, bike lane sweeping, parking lot snow plowing, maintenance, etc (\$100 yr/\$10 day)</p>	Salt Lake City	04/29/2015

	1. Optimize bus service up the Canyons; 2. Consider long Gondolas up the Canyons. The transportation issue has to be addressed first and foremost. The above options are far less expensive and far more effective and practical than any tunnel system. We must protect our mountains. Tourist dollars are important, but not as important as protecting the mountains.	Salt Lake City	03/11/2015
	A few comments: 1. A shuttle system is a GREAT idea! Right now the canyon is at capacity (car capacity). If more users are going to use it, a shuttle is necessary. I do feel that the speed limit should be reduced, and there needs to be limitations on how wide the road becomes. As I own property in the Firs development in Millcreek, this is important to me. 2. The only way rail makes sense in the Cottonwoods is if driving private cars is limited to land owners in the canyon or there is a hefty \$5 fee (ala Millcreek). 3. The land swaps seem fair to me, but there needs to be zoning restrictions so that a Brighton Hotel (for instance) cannot be 20 floors tall. This way we retain as much of the traditional character of the place as we can. But I do feel that if Grizzly Gulch isn't part of the agreement, then there should be no land swaps at all. 4. I very much oppose any type of transportation linking the ski resorts that would put any kind of tram/ski towers over the ridges between big and little cottonwood canyon. The only place it makes sense to link the canyons is Brighton/PC through hidden canyon. UNLESS we are talking about tunnels. 5. I think it important to establish legitimate trailheads for some tenuous situations, such as Heughs canyon, for instance. 6. Mountain Accord should seriously look at stopping motorized access in Mineral Fork. There is motorized access for almost the entire northern and southern Wasatch. While the number of hikers increases, the amount of land set aside for hiking is not getting any bigger. Mineral Fork seems like the best place to do that. 7. Make sure the new parking lot at Wasatch Mountain State Park is not so close to the cabins up there. Cabin owners don't want it, and recreationists also don't want to see cabins either. There are alternative locations for that (abnormally large) parking lot further down-canyon that make more sense.	Salt lake City	04/30/2015
	A long-term plan of tunnels to our ski areas (high speed) would be nice if the expense was mostly paid from those of us that ski. It would solve the avalanche issue, and the emission and parking issues with personal vehicles.	Salt Lake City	03/15/2015
	Additional comments: 1. The Blueprint should include a description of the carrying capacity of the Central Wasatch and in particular the CC area, or at least describe a process for determining that value. It is disingenuous and misleading to frame the Blueprint in such a way as to pretend that there are no limits to future growth. At the current time, how many vehicles can make day use of the Tri-Canyon area without degrading environment? How many user days? How many overnight visits? Planning as if there were no hard limits to human use of the canyons is a fundamental mistake. 2. The Blueprint should include a statement that no land transfers will take place until a complete action plan has been agreed to by all key stakeholders. For example, it would be a mistake for the FS to allow further ski and recreation in the Tri-Canyons before the various private property owners have conveyed the agreed upon real property to the public agencies. The concern is that all land use proposals will be heavily dependent on FS actions. In the current political context, the FS cannot predict what it will, or will not, be allowed to do.	Salt Lake City	04/02/2015
	Again, as mentioned above... use what you have and add as little as possible. Keep the transportation issues for each corridor to each corridor. Tunnels and connections don't make sense if you are truly adhering to your proposed interests.	salt lake city	02/06/2015
	Again, as Utah grows, there are many other areas where this obscene amount of money should be spent to better serve Utahns. Namely, education and public transit routes throughout Salt Lake City.	Salt Lake City	02/12/2015
	Again, don't do anything on the surface. I think Guardsman Pass Road should have been paved all the way and maintained year round decades ago. Yes, it costs money, but it is obvious that it would be a good thing to do. As I posted above, more buses in the lunch to afternoon time going up the canyons. That's been the reason I haven't taken the bus much.	Salt Lake City	02/05/2015
	Again, it is important to maintain the intended use of the public, individual, and family experiences. For example: if I want to go to Millcreek canyon for a picnic with my family, do I really want to drive to a parking lot, gather up my kids and cooler and firewood and blankets and get on a transit bus? Then do I want to travel up the canyon on the bus looking for a picnic spot? And after we have been lucky to find a spot, unload everything, only to do it all again after our fun picnic?	Salt Lake City	02/05/2015
	Again, the proposed actions are incongruous with the alleged "mission".	Salt Lake City	04/14/2015
	Again, this seems to be about a very small group of people making money. More people in the resorts is the resounding message. We are just very unsure as to who really is asking for changes. Little Cottonwood is a problem the day after a storm, but it is all part of the character of the resorts. Everyone eventually makes it up that wants to. There are many many choices in the area and if getting up LC or BC is too frustrating, there are other options. Traffic up LC and BC on selected days is not the source of our bad air.	Salt Lake City	05/02/2015
	All alternatives should be considered and I think that the option of not expanding should also be considered. A new blueprint should be drafted that doesn't impact the watershed, the environment, and the locals that reside full time near the Wasatch front.	salt lake city	04/05/2015
	Alternative D, is the only one that should be considered for the Little Cottonwood Canyon/Park City corridor (which shouldn't be considered a transportation corridor in the first place). It does need further refinement to clarify that reduction in private auto use and enhancement of bus service is the goal. Construction of avalanche sheds should be financed from private auto user fees and parking fees.	Salt Lake City	04/08/2015
	Alternatives are narrow in focus and emphasize expensive new construction.	Salt Lake City	02/05/2015
	Alternatives should be scaled back. More winter busses, modified vehicle plans, better in county transit for winter visitors. Rail line and interconnect should be scrapped and not studied any further.	Salt Lake City	04/30/2015
	An aerial transport link would diminish the aesthetic and natural qualities of the Wasatch canyons. Other methods must be prioritized.	Salt Lake City	04/30/2015
	Any additional access to little cottonwood with damage the canyon. Remove the road and switch to rail only access.	Salt Lake City	04/30/2015
	As above I think that bringing all the issues to light is helpful but we are not addressing larger issues of over development, overall development impacts and ultimately what the canyons will look like and exist as with these huge proposed projects. We have to find a middle ground of fast, efficient, environmentally conscious transportation without overusing the place itself.	Salt Lake City	03/16/2015
	As stated above, I think Transportation Concept D is the better plan presented. However, I do think it should also include Big Cottonwood Canyon in the rail system. I think the only way to protect these local canyons in the future from the constantly increasing population on the Wasatch Front and Back, is to build systems which will deliver people and their recreational toys to the canyons, and eventually limit automobile traffic in these areas. This will not only quiet the canyons, it will "clean" the canyons by not having so many machines operating for transport purposes.	salt lake city	05/01/2015
	Aside from my earlier gripe about some of the purposes, the alternatives selected for further consideration are okay. Environmental impact statements that are done properly will be the key to evaluating what if any projects should be done.	Salt Lake City	03/26/2015
	Better buses and headways could solve the problems not a rail.	Salt Lake City	05/01/2015
	Better transportation in Parley's Canyon--better bus service, or possibly light rail--actually benefits those of us who live here and commute up and down the canyon. Better public transportation in the Valley and to outlying communities begins to address our air quality issues, and helps us work towards a more sustainable future for all members of our community, not just resorts, real estate, and tourists.	Salt Lake City	05/02/2015
	BUS RAPID TRANSIT, BUS RAPID TRANSIT, I-80 and Park City are fine (who cares if there are traffic jams during Sundance?) boosting buses to PC and Kimball Junction and Heber is a good thing.	Salt Lake City	04/30/2015
	Bus service should be expanded and efforts put in place to curb automobile traffic in the canyons. Fixed lifts or gondolas should not be a part of a transportation master plan in the canyons.	Salt Lake City	05/01/2015
	Buses are cheaper and much more flexible. Much more work needs to be done to explore ways to enhance bus service and make it work better for the consumer. A billion plus dollars could make for an amazing set of task-specific buses, schedules, routes and supporting facilities such as park and ride lots and days facilities.	Salt Lake City	05/01/2015
	Buses don't work. They are too slow and take forever. A train would be nice, but it can't interfere with current traffic flow or go beyond Alta. Trax is a great example. It causes tremendous traffic jams and doesn't help very many people. If it was elevated, it would not interfere with current traffic and would actually have helped alleviate it, instead of making it worse.	Salt Lake City	03/12/2015
	Cannot read the proposal	Salt Lake City	02/07/2015
	Canyon to canyon access is important for the three (Mill, B & L C Wood) local as well and out of area (tourist) will benefit by connected use. A world class system can serve both local users and visitors. Trail, road, transit, lift connections can all achieve connectivity. Not sure how increased user fees for forest service will help promote connectivity of the canyons. Infrastructure use fees from increased economy and expanded infrastructure would be the option to seek.	Salt Lake City	04/30/2015
	Concern for the building process for trams or aerials and Not for connecting Guardsman or paving it, no tunnels, low emissions buses that are incentivized by making parking expensive	Salt Lake City	04/23/2015
	Connecting the resorts by ski lifts is not a feasible alternative as it would grossly affect the natural beauty of the mountains	Salt Lake City	02/06/2015
	Cost as well as environmental impact should be the biggest considerations. A train would be good but very expensive and result in lots of stops. A cable way can move continuously with detachment stations.	Salt Lake City	04/30/2015
	Definitely need something like a train to PC and DV., the sooner the better. That road is terrifying, even in the summer, and we all know it kills people in the winter... but there is NO NEED FOR A TUNNEL OR TRAM between PC and the Cottonwoods; different crowds and different cultures. Yeah, DV wants access to BCC's snow, and Solitude needs somebody to stay in their condos ( Gary never should have built that mess) , but that is no excuse or reason for a tram over our pristine lands. Also, need to be able to get to the canyons from SLC. Currently the bus service is so very limited that people end up driving to the mouth anyhow. Maybe you could run the light rail up the 215 (south) corridor to the 7200 South (7-11) intersection. Personally I liked it better when it was a 4 way stop and there weren't any houses out there... Can't go back, so lets try to keep the Cottonwoods unique and authentic to themselves. That's what draws people there, winter AND summer... Don't try to turn it into a "little bit of the Alps" with a bunch of gimmicks... Park City is... Park City: condos and suburbs and another world... probably won't be any snow there in another 20 years anyhow... so run a train up there with a decent schedule and keep people off I-80.	Salt Lake City	04/26/2015
	Development is not the answer. Protect this place.	Salt Lake City	04/28/2015
	Do not build the tunnel between the cottonwoods. I don't want to see my tax payer dollars being wasted on that.	Salt Lake City	04/30/2015
	Do not change the road in Millcreek Canyon! Keep buses out of Millcreek Canyon!	Salt Lake City	03/26/2015
	DO NOT CONNECT THE CANYONS with a Tram or Tunnels.	Salt Lake City	04/30/2015
	Each canyon has its own distinct considerations with the continuing growth. Too preserve what is left, it seems obvious that no more housing or commercial development should be allowed in the Big and Little Cottonwood Canyons. These are our water resources and should not be despoiled. We are in a continuing drought right now. Allowing development of the mountains where we get our water is a very bad idea.	Salt Lake City	04/30/2015
	Eliminate all language regarding a tunnel.	Salt Lake City	02/04/2015
	Encourage people who appreciate the mountains to visit; discourage those who don't. A fee should be mandatory. Mass transit should be the most appealing choice by whatever incentives are necessary. Anything that encourages foot traffic would be wonderful. I applaud the proposals to improve the trail system. Motorized ANYTHING should be discouraged. There are so many spiritual and health benefits to moving into a wild landscape on your own power. If a person sadly can't move about well, then count that a blessing to be challenged to work on becoming mobile (if possible). It also blesses others by asking for help to join in the adventure.	Salt Lake City	04/23/2015
	Enroach as little as possible.	Salt Lake City	04/29/2015
	Except with regard to Little Cottonwood Canyon where a link to the other canyons would destroy the "wild" character of the canyon, compromise its natural beauty and have disastrous consequences.	Salt Lake City	05/01/2015
	Expand bus service for big/little and provide parking! only rail that makes sense is to PC and then Brighton/Alta.	Salt Lake City	05/01/2015
	Finally, there are some details. I like the idea of having public transit up the canyons, but it would have to be done with enough of an incentive to take it and a disincentive to drive. In my opinion, it should be free or incredibly cheap to take the bus or train, otherwise why would you park, unload your car, wait for public transit etc? There should also be hefty fees for driving your car up the canyons. This is the only way to make it work as intended. Eventually once everyone is used to the new system, it will be no different from driving, but the transition will be painful. If a light rail is chosen, I think it should ideally go along the current road as much as possible to minimize additional infrastructure. Another important consideration is that there need to be enough stops along the route so that distributed users (backcountry skiers, rock climbers, etc) can get to where they need to go. Also, if a train is chosen, the ski areas (who would be the biggest beneficiaries) should have to contribute some amount to the costs.	Salt Lake City	03/17/2015
	For the I-80 corridor, I think the analysis is very balanced and practical. Some of the alternative on the Cottonwood Canyons proposals are more practical than others, but still seem very impracticable.	Salt Lake City	04/30/2015
	Forget the BRT, it won't work. Reconsider the aerial solution up LCC please.	Salt Lake City	02/05/2015
	Have the transit system include only natural gas powered shuttle buses running up and down Big and Little Cottonwood Canyons year-round every half an hour. Trains, tunnels and over-the-ridgeline ski lifts and trams should be excluded because they change the character of the canyons immensely, constitute huge visual impacts and may, during construction, negatively impact both air and water quality in the canyons. I keep hearing the local ski resorts saying that they need to increase their customer base by connecting the ski resorts via lifts and tunnels. When most Utahns do not downhill ski, why are we being asked to fund transportation systems that mostly benefit a private industry that most Utahns do not participate in? I have talked to backcountry skiers in Little Cottonwood Canyon who are visiting from here (they also happened to be downhill skiers) and they remarked that they continue to come to Utah for skiing year after year because we have something that is rare in Europe, i.e., a backcountry that is NOT covered by ski lifts going over the ridges. I have visited areas in Europe that have ski lifts going over all of the ridges and always come away feeling that I'm glad that the ridges in the Cottonwood Canyons have, so far, been protected from the intrusion of metal posts, chairs, cables and trams.	Salt Lake City	02/16/2015

	high occupancy buses and ultimately trains as the primary mode up the big and little cottonwood canyons are necessary. Avoiding ski lifts as mentioned is desirable. Be careful about the wealthy who have homes up the canyons as they may start helicoptering in.... Again, staging areas for local commuters is important, or increasing the rapid transit options to get to the canyons from various spots in Salt Lake County will be imperative to achieve this success.	Salt Lake City	04/26/2015
	High speed light rail to down town Park City up Parleys connecting to TRAX. NO interconnect between Park City and Cottonwoods. Bus service up Cottonwoods maximized and close Cottonwoods to private traffic on high volume days.	Salt Lake City	02/24/2015
	How about considering rail rather than bus up Parleys Canyon.	Salt Lake City	02/04/2015
	I agree that Parley's Canyon should initially have an express bus, with rail considered at a much later date. however, the logical middle alternative would be for a BRT in Parley's Canyon in a dedicated lane. Parley's Canyon does actually get congested sometimes, particularly at rush hour, and there is ample room in the canyon above mountain dell reservoir to built an additional, dedicated bus lane that would allow this. An express bus from the Salt Lake International Airport to Park City is obviously much easier (and less expensive) to implement than rail LCC and tunnel connections between LCC and Park City. The Mountain Accord should acknowledge this fact, and recommend that such an express bus be implemented as soon as possible, even if recommended rail lines run into operational or cost difficulties (which they likely will). Therefore, a recommendation for an express bus from Salt Lake to Park City should include specific recommendations for a Park City terminus (in my opinion the Town Lift for PCMR on Main Street in Park City.) The Blueprint also fails to consider the idea of running a bus between Park City and Big Cottonwood Canyon via Guardsman Pass. The Road has already been paved, much of it is plowed year round. The additional infrastructure to construct such a bus route would be minimal beyond plowing the road all of winter (much higher elevation highways in Colorado are plowed year round, surely the same could be done at Guardsman Pass) this could be the simplest, most cost effective and most immediately operational transportation link between BCC and Park City, and would be much more cost effective than a tunnel.	Salt Lake City	02/04/2015
	I am a proponent for aerial transportation mainly for use up both canyons. It would be useful to go over to Park City but this might be better achieved by a different means of transportation. The fact that it would be protected from avalanche paths and it could provide the required capacity means automobile traffic could be greatly reduced or restricted up little cottonwood.	Salt Lake City	02/05/2015
	I am extremely skeptical of the proposed mountain light rail and the tunnel that would link Little Cottonwood Canyon to Brighton and Park City. This seems like a billion dollar pipe dream that will never come to fruition. More and year round bus transit up the canyons seems like a much more reasonable and attainable alternative.	Salt Lake City	03/12/2015
	I am not against a rail system, in fact I am strongly in favor of it (cottonwood canyons). But you have to remove automobiles completely and you cannot connect the canyons or connect to PC. Having just rail for me, someone that hikes, skies, bikes in the canyons, will mean I have to find a way to get to the trail heads without a car. I am fine with that.	Salt Lake City	03/04/2015
	I am not in favor of a tunnel linking the Cottonwood Canyons and Park City. I am strongly in favor of reducing SOV traffic. I would prefer bus to rail. We are not Grindelwald!	Salt Lake City	04/08/2015
	I am still concerned about access with public transportation since it may limit the trail head options.	Salt Lake City	04/30/2015
	I am strongly against the construction of a train or gondola system. Those are not in line with good environmental stewardship and they would have quiet large impacts on the canyon. Even proposing a gondola system as a viable idea is reckless. However, I am strongly in favor of a drastically increased bus transit though, as that is the best compromise in my mind.	salt lake city	04/30/2015
	I am very concerned about the use of light rail in LCC it seems to be very costly (where does the money come from) and could have a negative impact on the environment. I'm also concerned that the path taken will hinder access to boulders and climbing areas and may even end up destroying some of the major bouldering areas in the canyon. Other options should be considered (tolls, etc).	Salt Lake City	05/01/2015
	I believe I've already explained my feeling above.	Salt Lake City	03/12/2015
	I believe that the ideas for most of the corridors suit them well, and that there should be considerations for each. The shuttle for Millcreek, FastBus for Park City from the Airport, and other transportation items in the canyons (mountain train, bus/shuttle systems) need to be considered. But I believe you will need to do a LARGE amount of research for your EIS, and not let anything become a categorical exclusion. Everything inside the canyons matters, and we need to ensure proper use now, and look forward to the future in an adaptable manner, not a cash grab, or a temporary fix. I believe that connecting the canyons in a quicker manner, would be a mistake not only now, but in the future for all aspects of the systems (experiential, resource, management, etc) - so evaluate what can be managed properly for years to come, and not just "what sounds good" or makes the stakeholders the most money.	Salt Lake City	03/09/2015
	I do not believe that building new transit is good for the Wasatch in any way. A much better alternative would be to increase buses to all of the canyons and possibly implement a toll to increase the use of public transportation	Salt Lake City	04/30/2015
	I do not like aerial transportation over ridge tops as an alternative.	Salt Lake City	02/04/2015
	I do not support connecting Park City to the Cottonwoods.	Salt Lake City	03/06/2015
	I don't agree with dropping expanded bus or even rail options from Big Cottonwood. Maybe we should start by charging fees for the canyons, just like Millcreek. I'd rather have users with money fund this plan than commercial interests. That could eventually help fund rail/bus service in the canyons. I even like the idea of a Big to Little Cottonwood connector as long as it can be used year-round and can accommodate a variety of passengers (ADA, people with luggage, skis, bikes, etc.).	Salt Lake City	02/10/2015
	I don't see a need for a tunnel between BCC and Park City. It would just encourage more driving to the Cottonwood Canyons. A train only tunnel would be a better option but would be so cost prohibitive that you might as well just put the two lifts linking PCMR to Brighton. The underlying problem with this tunnel is that everyone wants to stay/live in Park City but ski the Cottonwoods. Right now, the natural geographic barriers help disperse the crowds. A bus only express lane up Parleys is a great idea. In addition from the airport, should have a bus from the mouth up to PC for locals. It needs to be convenient and affordable.	Salt Lake City	03/12/2015
	I don't think making the guardsman road a permanently open road is a good idea. It would represent lost recreation area.	Salt Lake City	02/04/2015
	I don't think the options are at all realistic. Option D is the only realistic option. Several different approaches could be used: a user fee such as what is in place in Millcreek could go towards building parking structures between the Cliff Lodge and lower Alta parking lot, complete with rooftop meadows to mask them, filtration systems to keep vehicle liquids from entering the watershed. Coupled with a real shuttle system (not UTA buses, which are not user friendly) and improve trail heads, and shoulder improvements for pedestrian and cyclists could achieve purposes 1, 2, 6, 7, 8, 10, 12, 13 and 14.	Salt lake City	03/05/2015
	I don't, but a shuttle in Millcreek canyon, is a terrible idea.	Salt Lake City	05/01/2015
	I especially support examining future rail services, particularly between SLC and Park City.	Salt Lake City	04/14/2015
	I have to ask. Does anyone actually read any of these? To me this all seems like you're trying to act like you're on the up and up all while sneakily pulling the wool over our eyes. I am TERRIFIED! Of losing my home. Of my daughter not being able to go up the hill to her Grandmothers because her grandmothers home was a casualty of eminent domain. I am TERRIFIED of losing the canyon that I love. Do any of you mountain accord people care about any of this? Honestly I would rather see the entire canyon closed off and shut down then to see it destroyed by tearing it apart for a train. The best thing to do is to not allow personal vehicles up the canyon. Residents should be exempt. And to bus everyone. Put your trams up at the top to link resorts. I believe this would be least damaging to the environment and to the community.	Salt Lake City	02/12/2015
	I like the idea of a light rail because it greatly reduced the amount of CO2 emitted by us.	Salt Lake City	04/01/2015
	I oppose any destruction of Grizzly Gulch by lifts or trams. In my opinion, Albion Basin should be made a state park.	Salt Lake City	04/30/2015
	I oppose the alternatives A,B,C that put new development in the canyons: no new railroad grade with stations and platforms and additional disturbances. No tunnels please. No skyways or aerial trams, no extra bus lanes etc. These things will work against many of the purposes because they add development, and they increase the transport capacity, loading more people in the canyons, feeding the resort machine. Creating the positive feedback loop we need to have the courage to avoid. I like Alternative D. The present system could use some minor improvements, like a paved separate bike lane, paved shoulders to accommodate extra parking at some trailheads, more and cheaper buses.	Salt Lake City	02/10/2015
	I own a land with a 100 year old cabin in Lambs Canyon. Judging by this survey Lambs Canyon is not included in the plan. Is it or not and if not, will it be included at a time in the future?	Salt Lake City	04/26/2015
	I prefer tunnels from Big to Park City and not an aerial tram.	Salt Lake City	03/16/2015
	I said very poorly because the transportation alternatives lack an explanation for the corridor purposes. For example number 2, "Provide competitive transit service in the corridor." Competitive to what? Other towns? Competitive to driving our own cars up the corridors? Number 9, "Create unique, attractive "traveler experience" to increase tourist and resident visitation." What will we do to create those things? Isn't that kind of objective? Number 12 is similar to number 2, "Provide competitive transit service to a range of recreation destinations and economic nodes. Is there any way to know before construction what the "competitive price" that UTA would set is? Is there a way that we can vote on what is affordable? Of the Alternatives Proposed to Advance Further Consideration, I strongly oppose A because a light rail is not a good solution. It is too expensive. UTA will own it, it will be too detrimental to our water and environment to construct. And TUNNELS! Out of the question. I favor option D. Transportation system management alternatives. I don't see a difference between the dropped option F, and the None of the links for the Transportation Key Actions work on the Blueprint site. Why are there no questions about the economy or recreation?	Salt Lake City	02/24/2015
	I still feel the plan needs to include a rail connection from Salt Lake Central to Park City via Parleys Canyon. I feel there are flaws in the idea of a rail connection from Sandy to Park City via Little Cottonwood Canyon for two reasons: 1. Limited right-of-way. 2. Avalanches. I feel it would be easier to engineer a rail system that would quickly deliver users from Salt Lake City to Park City, where they could then transfer to light rail (via tunnels) or an aerial tram to the Cottonwood Resorts. A rail line connecting Salt Lake Central and Park City via Parleys Canyon could also be used as part of a future high-speed line from Salt Lake City to Denver via Wyoming.	Salt Lake City	03/09/2015
	I still need to be sold on gondolas between LCC and PC as an effective high volume public transportation solution.	Salt Lake City	02/07/2015
	I strongly support the concept of making transit to the canyons more convenient and I think the Mountain Accord has identified the key issues. Due to cost, construction inconvenience, and likely larger impact on wildlife and habitat, I strongly prefer the development of a bus rapid transit system along with incentives and disincentives to reduce single occupant vehicles up all of the canyons, rather than local buses, express buses, light rail, and tunnels. I prefer aerial transport over tunnels. I prefer the multiple "short terminus" options for enhancing transit in the Wasatch.	Salt Lake City	04/15/2015
	I suggest you study Zion National Park and its shuttle system. Policies need to shift with the seasons, with temporary solutions for temporary problems! Once beauty is covered by tracks and asphalt, it is never recovered. The saying goes something like this, "We do not inherit the world from our ancestors, we borrow it from our children." Please do not forever trade our wild, wonderful, and soul-nourishing canyons into a maze of tracks, tunnels, and noise pollution.	Salt Lake City	05/01/2015
	I support transportation alternative D...increased incentives for mass transit without rail and tunnels. But the Bus system needs improvement and enforcement.	Salt Lake City	04/30/2015
	I support the intention of the Accord but I do not believe that making such significant changes to the canyons by tunneling and widening roads is the answer. I'm concerned that those physical changes will do more harm than good. The cost to taxpayers is also a significant concern. The cost/benefit analysis just doesn't make sense. Has anyone considered charging individual vehicles for access to the canyon at a rate that would be higher than taking public transit for the same trip? If the canyons became toll roads and I could take a bus for less than the toll I would certainly find that a better alternative.	Salt Lake City	03/22/2015
	I think as we make plans for light rail and other expansions into the Wasatch Area, we need to evaluate how that expansion will offset other needed expansions in other parts of the wasatch front. For example, Would it better for the community to have a light rail connecting Salt Lake and Park City, or to build light rail or expand bus service in Ogden or Provo, extend front runner further north or south, or to expand light rail on the east bench of Salt Lake County? based on budgetary concerns it seems UTA would need to pick and choose which projects to seek funding for.	Salt Lake City	02/09/2015
	I think Bus service would be preferable in all canyons, with a well thought out roadside parking plan, stops, bike lanes, and select road widening to enhance and modernize the roadway, specifically in LCC where there seems to be the worst problems.	Salt Lake City	03/16/2015
	I think Little Cottonwood transit is well addressed though the funding for the proposals will be an incredible hurdle. Big Cottonwood transit is really not adequately addressed except for the proposed transit stops at the top of the canyon. There are vague references to increased buses, but specifics are lacking for access to dispersed recreation trailheads throughout the year. And I think the transit discussion for Millcreek Canyon is too vague and lacking specifics, especially for year-round access to dispersed recreation trailheads.	salt lake city	02/23/2015
	I think the idea of a shuttle service going up Millcreek is a pretty good idea, if it will be done well and actually reduce the congestion in that canyon. A similar approach should be used in the other canyons in debate. Please see my comments in the transportation section. I would welcome being involved with this proposal, should that ever be needed.	Salt Lake City	03/06/2015
	I think the information provided in the public open houses has been limited. We have only "heard" rumors about the "6 hours via gondola" to move throughout the ski connect. The global warming trends, snow trends, lack of water, predictions of the "40 yr drought" Utah can work on the "100 year mountain plan" but take into consideration possible infrastructures with no resources, IE snow....	Salt Lake City	03/11/2015
	I think the proposed train up Parleys to PC works because Parley's is a large canyon with the freeway which could handle a train corridor. Having a train in BCC and LCC would have an impact on these smaller canyons. There is probably 15 - 20 days a year where there is significant use in the canyons. On those days implement mandatory shuttle bus services, similar to Zions Canyon. Keeping Guardsman pass open year round is a good option.	Salt lake city	03/11/2015

	I think the range of alternatives meets the listed purposes well. I fail to see any real data indicating why low-cost, viable alternatives are being taken off the table for consideration.	Salt Lake City	02/18/2015
	I think the transit options, like trains and trams, to connect Big & Little Cottonwood Canyons and BCC and Park City cannot be built with negatively impacting the natural ecosystem to a high degree. Use of these trains or trams to connect these canyons will continue to harm the ecosystem over time and diminish any gains in any other parts of the transit system. Other than these intrusive, unnecessary trains, the plan looks solid.	salt lake city	05/01/2015
	I think there are 2 perspectives to keep in mind here. 1) The tourist perspective. 2) The resident perspective. The tourist won't mind the transportation time quite as much. The resident will forever compare the transportation time to that of their car and their car flexibility. So, for each corridor the new system must be comparable in time, convenience, and pleasantness. I think the systems outlined are about right. I like rail, but I get the expense issue. Having said that this project is a tremendous investment in Utah's future.	Salt Lake City	04/30/2015
	I use American Fork Canyon a lot for recreation. I love that canyon and am appalled that Snowbird is proposing a 418 acre land grab there. Having a "convenient" corridor for the folks Snowbird rarely has an excuse to allow an excuse to be devalued. You can see what you want about installation but that area will never recover or be the same. Very disruptive to wildlife to say the least. Do the people of American Fork, Highland, Pleasant Grove know what is going to happen in their back yard? I am sure there would be a lot of unhappy people with the devastation incurred through construction, the increased canyon traffic, the heavy winter use, the destruction of wildlife areas including the mountain sheep, etc. As a taxpayer I know I am going to be on the hook for making sure Snowbird gets water for "snow making" to say nothing of the cost of wild fire control and containment. This is nothing more than a wolf in sheep's clothing and I do not need to be subsidizing Snowbird.	Salt Lake City	02/13/2015
	I use the Central Wasatch area in all four seasons. I am concerned about current and future auto traffic and parking in the canyons. A sustainable transportation solution is critical. I am concerned about the high costs for rail and would like to understand the merits of alternatives and strategies for funding. I support transportation alternatives that are convenient and safe.	Salt Lake City	05/01/2015
	I worry that parking will be an issue, even if buses are used, but even more so with a rail, which would have fewer places in which passengers could be picked up. Buses would allow more points of entry or exit to the system, the frequency of the bus routes would be an issue if it is to follow what is currently done.	salt lake city	04/27/2015
	I would prefer a light-rail alternative and car-less canyons.	Salt Lake City	03/05/2015
	If too many vehicles in the canyons is an issue then perhaps an alternative would be to charge a toll like Millcreek Canyon.	Salt Lake City	03/13/2015
	I'll be curious how all the transportation studies pan out, but one thing I agree on is that driving up and parking in LCC cannot continue to be an option for resort skiers. Powder days in LCC are pretty unbearable. A shuttle or something will need to happen. I love the idea of a rail system, as (once construction is done) it could be largely out of sight in tunnels which run in all weather and don't impact the surface flora and fauna as much... but it sounds expensive just to be servicing rec users. A better transit (faster and more regular) option to Park City from SLC will be exiting as well.	Salt Lake City	04/30/2015
	I'm glad you have included improved access for bikes and pedestrians.	Salt Lake City	04/18/2015
	I'm very happy to see that Guardsman pass isn't being considered. We don't need more traffic up there! I'm even happier to see that we aren't considering widening the roads in the canyons. Bigger roads require bigger parking lots and bigger traffic congestion. That works on I-15 but NOT in the canyon!! I don't like the idea of connecting from Alta to Park City by rapid bus. I really support connecting that path all the way to Park City, but I'd prefer to see a Trax connection. I'd also love to see the trax connect to the Olympic park (within reasonable walking distance). I'm not certain about the idea of an express bus from Park City to the airport. I think if we build a trax line then people should use that. It may take a bit longer, but it will be very scenic and enjoyable, and we take vehicles off the road. Plus, even if it takes an hour longer, it's still better than flying into Denver. I'd recommend that we let private taxi and rideshare companies like Uber handle that service for people that don't want to use trax. My last comment is that I really hope we get this done sooner rather than later. I'd love to be riding the train within a few years, rather than dumping the idea onto some 30 year plan. We have a problem today, and each day we wait, the problem and damage get worse! Thank you for accepting my comments.	Salt Lake City	02/09/2015
	I'm very opposed to any aerial transportation options. In fact, I don't think the resorts need to be connected at all through the Wasatch Back. Each canyon gives visitors at least 2 resorts in which to ski that are quite close to each other. Why does it make sense to connect them from behind using very invasive methods (aerial, tunnel)? If anything, we should promote and celebrate the little remaining undeveloped natural backcountry as much as possible. Adding additional transportation corridors is only going to foul this beautiful, wild and undeveloped environment.	Salt Lake City	05/01/2015
	Improve what already exists! People have to drive cars into the Cottonwood Canyons because the parking lots are too small and the buses do not run often enough. It is frustrating! You have several huge hotels there for skiers/hikers. Run buses directly from the hotels too so they are not taking up parking spaces at the park/kide. All of this can be done today!	Salt Lake City	05/01/2015
	Improvement of existing transportation is much needed. Why are we blowing up what is in place for a plan to replace it all? Can we really afford to do this without sacrificing parts of what we love about the canyons?	Salt Lake City	04/29/2015
	It does support the listed purposes but I would need to first understand what is the reasonable number of recreational users that we can accommodate in the Wasatch front without compromising purpose no. 1 Making it easier and more convenient to access the resorts may not be what the mountains can take.	Salt Lake City	05/01/2015
	It meets most of the purposes listed. And more important, wildness and nature are sacrificed which should not be part of the plan when trying to improve the Wasatch. How can we protect the Wasatch if we are cutting a big hole in it?	Salt Lake City	03/11/2015
	It seems the negative environmental impacts outweigh the benefits of the proposed tunnel and aerial scenarios. With the predicted snow pack decrease over the next 100 years, it seems unreasonable to construct such significant ski area related infrastructure. Also, increasing the accessibility of travel from one canyon to another via tunnel will hasten environmental degradation. Thus, tunnels proposed to enhance recreation experiences will eventually contribute to their demise.	Salt Lake City	03/16/2015
	LCC doesn't need to be connected to BCC by a tunnel. This doesn't make any sense and would drastically effect the beautiful and natural landscape. I also don't want to see a train going up LCC and up and over twin lakes pass to Park City. Instead have the Train going up Parleys canyon and beef up the buss network to the LCC and BCC. Another no-brainer would be to have Guardsman's Pass open year round. Having Guardsman's pass open year round makes the most sense economically and environmentally. This would allow a quick trip for people from Park City. Thank you for reading this!	Salt Lake City	02/19/2015
	Leave the Wasatch the way it is	Salt Lake City	02/05/2015
	limit access per day and per area.	salt lake city	04/30/2015
	Low marks for ambitious ideas without any notion of feasibility in LCC. The rest is fine.	Salt Lake City	04/20/2015
	Make sure #1 priority is watershed. NO COMMERCIAL DEVELOPMENT that includes Ski Resorts and NO NEW LIFTS, RAIL LINES or Highways.	Salt Lake City	05/01/2015
	Millcreek Shuttle is good	Salt Lake City	02/11/2015
	More forward thinking and practical transportation solutions including forgetting the senseless tram idea and instead increasing a fast rail option along the I-80 corridor and mountain rail in BCC and LCC without the use of expensive tunnels or at least limit tunnels. LLC rails system to connect over to Park City area. Do not construct new roads over to Park City side out of any canyons and do not improve guardsman pass for cars! Instead find a rail solution along I-80 and up and over LCC and out and back in service in BCC and prevent private vehicles from using guardsman pass all together. Limit this road to a shuttle system, no cars but connected by rail! Improve bike access and safety on all existing roads including guardsman. Ariel Trams are a slow unsightly way to move people.	Salt Lake City	04/19/2015
	more on connecting the canyons with trails	Salt Lake City	03/31/2015
	More study needs to be done on considerations related to each canyon separately. An effort should be made to keep their unique qualities in tact.	Salt Lake City	04/26/2015
	Most of these services will not get used.	Salt Lake City	05/02/2015
	Need mass transit improvements for the Big and Little Cottonwood canyons but no aerial trams, tunnels, or roads to Park City	Salt Lake City	04/30/2015
	Neutral view as everyone is giving up something in this process. If I had to choose one view as my compromise. It would be Train up Little Cottonwood though the mountain to Brighton. (making sure the ski resorts bear a good portion of cost, not tax payers) Gondola up Big Cottonwood to Solitude and Brighton. Another connection from Solitude-Brighton to Park City which ever is the shortest route	Salt Lake City	03/01/2015
	No additional gondolas, trams or aerial transportation between Big Cottonwood and Park City should occur. I cannot be clear enough about that. Please take that option off the table. This should be a non-negotiable item. Have you seen the snowpack this year?	Salt Lake City	02/06/2015
	No aerial interconnections (sporadically used and definitively damaging to the mountain scenarios) and no trains (huge impact on the environment and very high cost. How much will each train ride cost to recover the investment?). Should focus on improving existing bus system and limiting access to private cars in 'peak' periods.	Salt Lake City	04/03/2015
	No and no.	Salt Lake City	04/30/2015
	No gondolas or trams. No light rail in the Cottonwoods. Improve bus service and rail options to get to the base of the canyons.	Salt Lake City	04/27/2015
	No gondolas or trams. And if gondolas are part of the plan, they should NOT go where the proposed SKI Link was going. It should go from park city to brighton in the area where backcountry skiers are not likely to be found. I am open to expansion of Guardsman but only for bus rapid transit, not normal passenger cars. Honestly, I think part of the solution is to make it harder to get in, so that only those capable to get in on foot/bike/ski are the ones rewarded to enjoy it.	Salt Lake City	05/02/2015
	No more "compromising"! We need to protect what's left!	Salt Lake City	04/04/2015
	Not in favor of any aerial trams.	SALT LAKE CITY	02/11/2015
	Please address how the disputed areas will be handled instead of leaving them open for discussion - i.e. Grizzly Gulch. Please provide more content on where you want to put lifts and how many access roads will be needed to maintain the lifts. Also provide details as to where those roads would be placed. This report is vague at best, barely mentioning aerial transport. While progress has been made with this accord, it lacks depth and detail that is needed to garner support. Additionally - would a train be added while keeping the existing road open or would the road be shut down? That needs to be addressed. A train isn't a bad idea if the road itself is shut down, or access to the canyons is limited by shuttle. But to have both the road packed with cars and a train cruising up and down the canyon that seems to be a very poorly planned idea. Additionally, please convince us that all of this is necessary for an industry that is steadily declining and more people are exiting the sport of skiing than entering into it. Also, is all of this necessary with the snow we have been receiving in recent years? We haven't exactly been having stellar winters. I do not see any of this addressed in the study. I do not support this plan in its current state.	Salt Lake City	02/16/2015
	please see above comment. Thank you!	Salt Lake City	03/04/2015
	Please see above.	Salt Lake City	04/30/2015
	Please see the detailed comments provided by the Wasatch Backcountry Alliance, which represents my feedback for purposes of this comment box.	Salt Lake City	05/01/2015
	Probably better for Parley's Canyon than for Little Cottonwood. The trade off between using present funding for expensive infrastructure or for land acquisition would be interesting. Thanks for your work, Bob	Salt Lake City	05/01/2015
	Probably this is ok. The train is proposed only for LCC, and this should be avoided. Trax might be extended up Parley's to Park City, but this should be part of the city's larger transportation plan, not about recreation.	Salt Lake City	04/07/2015
	Rail up LCC is attractive, but expensive. I am very opposed to aerial transit from Alta to Brighton, or Brighton to Park City. Tunnels in the same places would be more acceptable if only transit vehicles are allowed in them - no cars or trucks. I do not want to see through traffic. Tunnels, of course are very expensive. Tunnels risk damage to groundwater aquifers as well. The enhanced bus service or shuttles up all the canyons is relatively cheap and should be done without delay.	Salt lake City	05/01/2015
	reconsider the alternatives of NOT connecting Little Cottonwood, Big Cottonwood, and Park City - it is unnecessary	SALT LAKE CITY	02/05/2015
	Regarding "Avalanche Risk," it seems like a thinly veiled excuse to push through development that would be otherwise totally unacceptable.	Salt Lake City	04/30/2015
	Sadly, as far as the Cottonwoods are concerned, the alternatives are really poor. Personally, I realize that good ideas are difficult to come by and agree upon, on top of a very difficult situation. I hope that when making any decisions about winter recreation we also account for the changing climate. Putting our money in the snow basket might not be the wisest decision. Similarly, attempting to alleviate the fact that Park City is just too low to get good snow for most of the year now by building them a train to Little Cottonwood is ludicrous. Preservation should be the ultimate goal. There isn't much left anyway.	Salt Lake City	03/26/2015
	Same basic position as Wasatch Backcountry Alliance (WBA), Winter Wildlands Alliance (WWA) and Save Our Canyons (SOC).	Salt Lake City	04/30/2015
	see above	Salt Lake City	05/02/2015
	see above	Salt Lake City	04/30/2015
	See above	salt lake city	04/28/2015
	See above	Salt Lake City	03/10/2015
	See above - the main objection is "soft pedaling" the implementation of alternative modes of transportation vs. taking a stance of requiring these changes. And, to not incorporate appeasements to the developers (i.e., tunnels and inter-mountain sky travel) as a compromise to secure their favor. These appeasements are just that, not compromises. They risk undermining the larger need for a sustainability approach to transportation. Buses and rail are viable options if they become the backbone of transportation - and not step-children to the larger transportation plan.	Salt Lake City	04/13/2015

See above comments on shuttle systems. Buses already exist and dont require more rail lines to be put in. Focus instead on creating rail to get people to the shuttles at the canyons.	Salt Lake City	04/30/2015
See above suggestion on transportation solutions.	salt lake city	05/01/2015
See above.	Salt Lake City	03/09/2015
see above. The transportation problem is a key component to helping make going up the canyons even tolerable in the future . As with most problems simple is best. "Marketable" means workable not flashy.	salt lake city	03/17/2015
See comment above	Salt Lake City	05/01/2015
see comments from above. Thank You	salt lake city	04/29/2015
See my comments above	Salt Lake City	04/29/2015
See my comments above.	Salt Lake City	05/01/2015
See my comments in the previous sections.	Salt lake city	05/02/2015
See previous comments	Salt Lake City	02/05/2015
See previous comments.	Salt Lake City	04/27/2015
Seriously, drop the train idea. Why not just go forth with disney approach and construct aerial trams all over the mountain interconnecting everything? What purpose does that serve? I truly hope the mtn accord takes a big step back and evaluates the idiocracy it's presented herein. Do our natural recreation areas need protection: YES. Does the greater SLC natural recreational areas need trains destroying natural surrounds connecting all over into all the canyons: NO. In summary, the natural areas needs protection from ridiculous ideas such as trains proposed to connect all the canyons to a commuter system in the valley area that no one really utilizes.	salt lake city	05/01/2015
Similar to my comments above concerning how "environmentally-sustainable" the transit systems would be, again, I believe the monetary costs of the rail and tunnels systems will be huge--as well as extremely surface disturbing/damaging. Hopefully, there will be a "herculean" effort to mitigate those negative effects (i.e. increased erosion, topsoil and vegetation loss, etc.) so that once construction is complete, a return to a "natural" look will soon occur--i.e. revegetation, natural contours of the land restored as much as possible.	Salt Lake City	02/15/2015
Skip it, look at all the other ski areas ruined by overdevelopment. Why ruin Utah's unique experience? Start new in a different location and provide new transportation there.	Salt Lake City	02/05/2015
Snow sheds over the road are the only cost effective and viable option to alleviating canyon traffic.	Salt Lake City	02/25/2015
Some proposals for handling congestion into Park City make sense, although Park City should pay for it, not Salt Lake residents. Big Cottonwood is the only canyon that should be considered for improved connectivity with Park City. Little Cottonwood should address canyon congestion but maintain it's autonomy.	Salt Lake City	04/17/2015
Sony to be neutral, but the information seems pretty non specific. What about a tram or gondola system from the base up into the mountains like in the Alps? Hong Kong has a tram system up the north (city side) of the mountains and only trails on the south side creating a completely vehicle free side. Trams or gondolas would create a smaller foot print if only towers are constructed. Also i don't like the idea of transportation access from the east side of the mountains. thanks for your work!	SALT LAKE CITY	04/17/2015
Take UTA out of the planning process. They have terrible ideas, and terrible scheduling. Don't drop increased bus service from the proposal. It is the only good option.	Salt Lake City	04/28/2015
Teleportation would be ideal. Why do the cottonwood canyons and park city need to be connected at all? I see no reason to do that unless big business (as represented by Vail) is trying to consolidate power and land holdings. In terms of cost, a dedicated bus lane seems ideal. Buses seem to really delay up and down canyon traffic the most.	salt lake city	04/30/2015
The Big and Little Cottonwood Canyons should not be connected.	Salt Lake City	02/06/2015
The BRT up the canyons is an excellent solution. It has worked very in other areas of Utah that previously had similar issues (such as in Zion NP and Bryce NP). The natural gas bus system worked WONDERS to decrease congestion in those areas. Let's use a solution that has been proven to work!	Salt Lake City	02/04/2015
The economy of Park City and the Cottonwood Canyon ski areas does not depend on connecting roadways via tunnels, trains, ski lifts, or other such methods. What we now have works and it is an invalid assumption that increased connectivity will benefit the citizens of the Salt Lake Valley as a whole. To reduce congestion, start with increased and/or mandated bus service as the least impactful option and expand from there if necessary.	Salt Lake City	04/13/2015
The emphasis on light rail and aerial transit as 'viable' alternatives for transportation in the canyons is wrong headed. The highly seasonal use of the canyons (i.e. high in winter and summer and low in fall and spring) do not warrant the huge fixed costs of light rail or aerial alternatives. Bus rapid transit (BRT) is a much more cost effective approach to increasing access to the canyons in a flexible manner. During periods of low use, bus schedules can be scaled back and those buses re-purposed for other transportation needs. A light rail or aerial solution offers no such flexibility. Further, the likelihood of significant Federal dollars being made available for light rail or aerial solutions is very low. I doubt that the State would be willing to raise taxes, nor would private interests contribute large sums of their corporate monies to such an endeavor. Lastly, the notion that a tunnel can be built and efficiently maintained between the Cottonwood Canyons and the Park City area is laughable. I doubt that a trip analysis will show that there is a large enough 'need' to warrant this massive capital outlay. My guess is that this is more a marketing ploy than a real transportation solution. Once again, who is willing to front the huge per-mile costs of tunneling through the Wasatch Range? If the resort owners and land developers who favor this solution want to see this happen, then I suggest that they pay for it. Do not waste public dollars on this folly.	Salt Lake City	02/25/2015
The first transportation improvement should be a simple carpool incentive created by establishing paid parking lots. This would drive down the number of cars or incentivize existing public transportation alternatives such as buses.	Salt Lake City	05/02/2015
The largest percentage of destination skiers coming to Utah are staying in Park City. Obviously, the many 1000's of beds there. Seems more the a little silly to truck them down to Sandy to Alta to Brighton, ..., to PC, that is not very environmentally minded. so building a Rapid Transit to Park City is FAR more Practical. Needed., and there is a lot of people who commute from PC to SLC, that could also use that system year around.	Salt Lake City	04/30/2015
The light rail from LCC to Park City should be top priority both for the access to LCC and for transportation corridor from PC to Sandy which could relieve I-80. I am not supporting BRT or bus tunnel for the reasons of air pollution and also not supporting the gondola from Alta to PC because of the surface scars that it'll make (look at what happened when they built Whistler-Blackcomb gondola - promising that environment in between will not be touched and then they had to cut down all the trees along it to lay down the guide cables), and also because the gondola would have much more limited carrying capability and make commuting from PC to Sandy unattractive due to transfers. As for Parley's, light rail up should be considered too not just to decrease travel time from the airport to PC, but, also for transit between SLC and PC (especially the SLC east bench), from where the light rail can be travel time competitive with I-80. Also consider tunnel between Lambs Canyon and Jeremy Ranch for energy costs. Honestly I don't understand why the tunnels are not being considered more around here since in other mountainous parts of the world they are a common place. Speaking of energy, electricity recuperation when the trams will be going downhill should be an imperative, the system will be a huge electricity hog no matter what.	Salt Lake City	04/22/2015
The Mountain Accord outcome I would like to see would focus on conservation of the land, Protecting our watershed and changes that would amount to a net reduction of development in the Central Wasatch. Land swaps that would concentrate development at the base of resorts in trade for minimizing private land in the backcountry seem to make sense both economically and environmentally. A Shuttle system involving busses or vans would be able to meet the varied recreational needs in the canyons. Trains are not conducive to multiple trailhead stops and are not as flexible as busses or vans for changing needs both over time and season. Plus the environmental cost of building rail in the canyon seems overwhelming for such a small area. I don't support further connectivity for the resorts. There is no good way for this to be accomplished and the benefit would have nothing to do with those of us who live here. It is all for marketing a declining industry. I would also favor fees such as we have in Millcreek Canyon. It makes sense that those that use the canyons for recreation should help in the maintenance of those facilities that we enjoy. Money collected should be earmarked for improvement and maintenance of those canyons.	Salt Lake City	04/27/2015
The Mountain Accord outcome I would like to see would focus on conservation of the land, Protecting our watershed and changes that would amount to a net reduction of development in the Central Wasatch. Land swaps that would concentrate development at the base of resorts in trade for minimizing private land in the backcountry seem to make sense both economically and environmentally. A Shuttle system involving busses or vans would be able to meet the varied recreational needs in the canyons. Trains are not conducive to multiple trailhead stops and are not as flexible for changing needs both over time and season. Plus the environmental cost of building rail in the canyon seems overwhelming for such a small area. I don't support further connectivity for the resorts. There is no good way for this to be accomplished and the benefit would have nothing to do with those of us who live here. It is all for marketing a declining industry.	Salt Lake City	04/21/2015
The overall mission of the plan should take a zero-emission and energy sustainability attitude into consideration. AIR is a common good with a poor commons-governance history along the Wasatch Front. Also, the future of energy is sustainable without any fossil fuels. Electricity, in a few years from now, will come almost entirely from renewable sources. So, the plan should include plenty of underground transmission for electricity. It is cheap to put in transmission lines while roads, rails and tunnels are built. Where you can, include solar panel installations, etc.	Salt Lake City	04/26/2015
The primary shortfall of the transportation plan is that it seems to serve the goal of linking the Cottonwoods with Park City more than relieving destination transportation needs of the Cottonwoods.	Salt Lake City	02/09/2015
The proof is in the pudding...hard to make a decision until we see how it actually meets the needs of the many (not the few).	Salt Lake City	04/29/2015
The rail option linking the SLC Intl. Airport to Park City via the University of Utah is the wrong option to consider. We need to develop a more direct rail option. In my mind, a more direct Trunk Rail line between SLC Intl Airport and Park City is the backbone of the whole "World Class" Central Wasatch transit system and should not be so quickly dismissed. Please develop this option further as part of a bolder and more complete end vision. A tunnel from Alta under Twin Lakes Pass could be an option to serve both Brighton and Solitude. This could end up being a better way to access the BCC resorts without buses in BCC.	Salt Lake City	03/15/2015
The rail proposal, especially the idea of tunnel, I find dangerously amusing. A proposal to build a really expensive transport system to benefit a couple corporations? I would laugh if I didn't worry it would actually happen. Expand the bus service! Currently to get a bus to Alta without 2 exchanges or driving to the canyons and leaving my car at the park and rides I have to get my family to the stop at 7:30. No buses currently stop at trailheads. We already have most the infrastructure, let's use it. Interconnect has been a dream for the ski companies for ever. NO! If Park City and Deer Valley want to drop their ropes I say go for it. Sol-Bright and the lift between Alta and Snowbirds Mineral Basin are fine. Hardly anyone uses them. New lifts or gondolas going over ridge lines to connect the canyons is a terrible idea. HATE HATE HATE this idea in any form. OneWasatch, Ski Link, Interconnect or whatever you want to call it, it's a terrible idea.	Salt Lake City	04/30/2015
The real issue is the placement of the light rail system. If it can be placed in an area that reduces impact to other users (being other than skiers) and preserves the open spaces and watershed, I believe this is the best option; however, as it is proposed at this point, I think we are creating irreparable damage to our open spaces and greatly diminishing the ability to promote economic development through off-season activities such as climbing, hiking, camping, fishing and bouldering. As an overall strategy, I think it is important to place greater value on these off-season activities as climate change models predict a smaller snowpack and shorter winter for Utah - these recreational and ecological assets will have greater importance to the Utah economy as time goes on.	Salt Lake City	02/11/2015
The tram should leave the conversation, it would be an eye sore and ruin backcountry travel and terrain.	Salt Lake City	02/24/2015
The transit must be run often enough to be useful and be quick enough to get people out of their cars. The buses or trains could be so useful for people to explore the area. Take a bus up one canyon and hike over to another then have dinner in PC. Nice opportunities to market this if it is executed well. Love the trail network!	Salt Lake City	02/05/2015
There are many who are against this and want to keep driving cars up the canyon. I'd hate to see our state look like a weekend California attraction traffic. Public transportation is the best way to go. But again, we need to see costs. Is there anyway that this proposal will prevent the One Wasatch proposal by Vail?	Salt Lake City	02/21/2015
There are proposals in for each corridor that would help meet the traffic needs. It is important to realize that the congestion problems are temporal for about 3 months out of the year so a system that is flexible. Large infrastructure based projects are also only serving a minority of the population of the SLC valley since it is still only a small minority of the population recreates in the winter.	Salt Lake City	03/16/2015
There is no room to increase the size of the roads without significant tax-payer expense. If you want to resolve the traffic issues going in and out of the canyon, add a better public transit option or set-up a better fee-based or other limiting access model that reduces traffic.	Salt Lake City	04/26/2015
There needs to be a clear explanation how the individual proposed transportation alternatives for each canyon will actually resolve today's transportation problem. There needs to be a clear argument that 1) there is a problem today and 2) the proposed solutions will solve those problems. There are likely less expensive solutions to today's transportation problems. An additional question that also needs to be addressed is "is the current level of ski area development and expansion presently at its peak?". Also, how likely is it that additional development will have unexpected impacts?	Salt Lake City	03/09/2015
there needs to be better speed control in Parley's Canyon or as I like to call it "the luge". While coming down is usually the most exciting part of my day when recreating in this canyon, I really should not have to pray so hard that I make it down alive. Where is the highway patrol? If they just gave out speeding tickets in the S turns alone, they could make millions in revenue. Also, I would love to see the wonderful road bike trail between Jeremy Ranch and Round Valley extended further to the east.	salt lake city	04/30/2015

	There seems to be total acceptance of the need to transport more people into the canyons rather than giving any thought as to how many people the canyons can survive.	Salt Lake City	03/16/2015
	This is an area where I agree with the stated objectives of Mountain Accord, but some of the options under consideration are certainly MUCH more desirable than others. For example, I would like to see further study regarding the impact of a tunnel between the Cottonwood Canyons and Park City before I could get behind such action.	Salt Lake City	04/29/2015
	This is better.	Salt Lake City	05/02/2015
	Toll roads. I don't go up the canyons during the ski resort business hours. The transportation is only going to benefit ski resorts to cram more people in the resorts to get more money. Our Wasatch is not Disneyland!!!	Salt Lake City	05/01/2015
	Too many alternatives. The choices should be: Walk Bike Bus	Salt Lake City	05/02/2015
	Transit connection between BCC / LCC and PC / BCC / LCC should include ZERO ridge line development (lifts, gondolas, etc). I do not support the aerial interconnect options listed under Alternative C. Interconnect via tunnels and a rail line up LCC would require in depth analysis before a judgment could be made on wisdom / feasibility of those options. I cannot support those alternatives (A and B) until in depth analysis is rendered. Expansion of bus rapid transit with priority lanes seems a good idea, but I do support road expansion in any of the Canyons. I like the idea of discouraging automobile traffic by charging people during peak periods to drive a car in the Cottonwood Canyons. Until in-depth study is conducted, alternative D is best option.	Salt Lake City	05/01/2015
	Try to keep development to a minimum in order to better protect the mountains	Salt Lake City	04/28/2015
	Tunnels and trains are expensive, permanent, non-flexible alternatives. Climate considerations, necessary economic development to support installation, & mountain carrying capacity (water, sewer, recreational space, etc) are not guaranteed winners. A dedicated fleet of "clean buses" running up each canyon "on demand" mornings and evenings during ski season and at 15-30 minute intervals summers and off-peak winter hours would be less expensive and more flexible. Snow sheds would help insure dependability. Combining this with a limit to personal vehicle parking and commercial passes would allow resorts to fill to their mountain capacities and reduce traffic congestion. Centralized parking hubs in the valley would facilitate easy access. Consider the bussing plans used during the Olympics. The Park City/Salt Lake connection is another matter. Salt Lake is not likely to benefit economically from tunnel transportation other than through lift tickets, whereas P.C. visitors coming through Parley's may take the opportunity to stop in the valley for dinner or entertainment. The same is likely for skiers traveling the other way. Salt Lake is likely to find direct transportation through Parley's to P.C. more inviting than 2 or 3 Snowbird stops, another 1 or 2 at Alta, and 1 (?) at Brighton before reaching their destination. A dedicated bus service similar to that outlined in paragraph two above should also serve well here. Dedication/express from a few central locations (airport, U of U, a central valley location (Murray?)) would eliminate the time drag noted in the transportation alternative that addressed this. Thanks. Keep the work upfront, honest and transparent.	Salt Lake City	03/10/2015
	Tunnels and trams are NOT preserving our existing Wasatch!	Salt Lake City	03/02/2015
	Until the proposed routes are discussed it is hard to know. My main concern is that access to features of the canyon such as rock climbing areas and bouldering areas will be adversely affected by the construction of a rail system, which I would greatly oppose even though I am generally in favor of better/more transit options in the canyon. Also, please do NOT connect Park City to the cottonwoods!	Salt Lake City	02/12/2015
	Until the proposed routes are discussed it is hard to know. My main concern is that access to features of the canyon such as rock climbing areas and bouldering areas will be adversely affected by the construction of a rail system, which I would greatly oppose even though I am generally in favor of better/more transit options in the canyon.	Salt Lake City	02/12/2015
	Using existing bus/carpool/shuttle with much better incentive programs such as earn as you ride system using the credit earned for ride shares and bus use on future season pass rate discounts (5% off for 5-10 bus trips, 10% for 11-20, 20% being the highest discount) or hotel/restaurant/ski pass vouchers? Make it worth it to resorts by rewarding them if goals to reduce traffic are hit. Better experts than myself can work out how and how much is possible. Disincentivize single cars with a toll of \$3 each single rider car up canyons. Incentives make the world go round you know. :) Amy Keller-Bills	Salt Lake City	04/30/2015
	UT	Salt Lake City	02/05/2015
	We can do some road work and continue to do avalanche control. The risks need to be understood. Making the canyons a Disneyland will not help folks understand the dangers of wilderness and the respect that must be given our wilderness.	Salt Lake City	04/30/2015
	We do not need more access to these areas, traffic is a good thing as it regulates the amount of people even willing to surround themselves in the environment that these areas provide. The elimination of one of Salt Lake City's most important resources and what draws outdoor enthusiasts here is going to be gone.	Salt Lake City	05/01/2015
	We don't need more roads and tunnels. We need to limit the number of people and cars in those canyons, not find ways to encourage more growth within the private sectors. I'd rather you limit my access to preserve the wasatch than boost tourism for economic growth. Stop trying to meet the needs of the masses but instead, meet the needs of the mountains!	Salt Lake City	05/01/2015
	We don't need this. More damage than good.	Salt Lake City	02/04/2015
	We don't OWN the EARTH and its natural resources. Development should be very limited in the canyons and Wasatch Back. Providing efficient, environmentally sound and accessible transportation, using National Park models, should be a strong consideration of the Mountain Accord. Protecting our wildlife and natural wildlife habitats should be the focus - the economy will thrive if we choose to act as responsible stewards of our canyons. Once the canyons get developed, there's really no turning back.	Salt Lake City	04/30/2015
	We have very few avalanches in the canyons. I think this plan is to assure more development in the Canyons. Please, leave our canyons alone and focus on limiting the amount of traffic by limiting the number of vehicles per day in the canyons when parking lots are full. Consider a plan like Logan Pass in Glacier NP. They use shuttle buses and when lots are full, turn people away.	Salt Lake City	05/01/2015
	We need mass transit. We need frequent buses natural gas or electric buses up and down Parley's Canyon to summit, pinebrook, jeremy, kimball and PC. The commuters and skiers should have frequent and affordable mass transit. There should be park and rides along the way. No trams or gondolas or tunnels from west to east should be built. Need public frequent transit by bus up and down the cottonwood canyons. Guardsman's pass should not be open in winter.	Salt Lake City	04/30/2015
	When the Mountain Accord process was initially proposed I was enthusiastic and optimistic. I fell in love with the Cottonwood Canyons in the early eighties and the affair remains strong. Yet over the last three decades I have seen the impact of a dramatic increase in users despite the efforts of the Forest Service, Town of Alta, Friends of Alta and many others to mitigate said impact. Clearly something needs to be done. My comments address the following: Overview - the unique nature of the three primary core Wasatch areas of Park City, Big Cottonwood Canyon, Little Cottonwood Canyon Transportation in the Canyons Transfer of Private Lands to Public Entities Transfer of Public Lands to Private Entities Water Issues Cost Overview - The three main areas (PC, BCC, LCC) of the core Wasatch each have unique characteristics that offer both locals and visitors distinct and special experiences. We are not Europe nor should we try to be. We are Utah; let's celebrate and preserve the special characteristics of each of the three areas. The mountain accord as proposed would destroy the individual character of each of the three areas; the combination of ready access via rail line and increased developable space in the base areas would create a much more homogenous experience across the zones. Additionally it appears to me that what began as a transportation plan has been hijacked by development interests as a real estate development plan. I am in favor of a sensible transportation plan. I am opposed to a plan that opens the door for significant additional development in the Cottonwood Canyons and has the additional unfortunate consequence of diluting the unique experience offered by each zone. Transportation in the Canyon - A rail interconnect is a bad idea. As described above it will result in a much more homogenous experience across the three areas. It also would take a long time to come to fruition and would be extremely expensive. Fortunately there are better solutions. Note again that a rail interconnect is extremely expensive. The cost is measured in billions of dollars and it will likely take decades to plan, approve and build. The problem exists now and needs to be resolved. Adding a dedicated bus lane in LCC would cost millions not billions and could be completed in years, not decades. (Note: A billion is one thousand times greater than a million. This dramatically lower price tag should appeal to our congressional delegation that claims to be fiscally conservative). Transfer of Private Lands to Public Entities - The idea of preserving lands from future development is appealing. It would be a relief to be assured that the Gizzly Gulch Area and the Crinia through Flagstaff Ridge in LCC would be safe from development pressures in perpetuity. Unfortunately transferring private lands to public entities would not create this assurance. Large parts of the existing ski terrain in the Cottonwood Canyons is on permitted public land. The political pressure to develop these areas would not cease as a result of the mountain accord and future Utah congressional delegations will likely find themselves pressured by the existing resorts and other developers to open up these public lands to additional development. The only way to assure these lands remain safe from development pressures is to have title in the properties pass to a not for profit entity like the Utah Land Trust. Otherwise the transfer will be a development delaying tactic and nothing more. Transfer of Public Lands to Private Entities - Alta has retained its unique character over the years through the dedicated efforts of the Alta town and the Friends of Alta, and the broad community of people who love to come to and love Alta for its relatively wild and undeveloped nature. Yet much is changing. We have seen Vail resorts take control of the Canyons ski area and take ownership of Park City Ski Area. We have seen Deer Valley acquire Solitude. Vail, along with other ski area operators, has figured out the formula to dramatically enhance shareholder returns by creating comprehensive base areas with a full range of services including lodging, dining, shopping and entertainment. The land swap as envisioned which would pass title of much of the land in the Alta base area to the Alta Ski Lift company would be an economic bonanza for the shareholders of the Alta Ski Lift company. It would also make the Alta lift company far more valuable to an acquirer like Vail Resorts who need developable land in the base area to build it out according to their model. This would come at the expense of the broad public who owns the area, through governmental entities, right now. I have no idea what the Alta Ski Lift company plans to do and count many of the individuals managing the resort as friends. However I do not think it is appropriate to provide an economic bonanza to a private entity at taxpayers expense. Additionally such a transfer would allow development space at the Alta base for development and acceleration of the homogenization of the three core Wasatch areas which I oppose. Water Issues - I am not sure what the political process was that resulted in	Salt Lake City	03/07/2015
	Who will pay for it?	Salt Lake City	03/20/2015
	Would prefer year-round BRT in Canyons without option to connect canyons/PC via tunnel system. SLC to PC Express service would be amazing. Is there a possibility to have a two leg express system: 1. Express Bus from Airport to Downtown then to end of U of U trax line. 2. Light rail from U of U up I-80 to Kimball Junction and beyond?	Salt Lake City	04/27/2015
	You need more data to make that decision. Studies need to be done to determine the best possible ROI for taxpayers and not ski resorts. Most all the proposals favor ski resorts and not preservation.	Salt Lake City	03/02/2015
	You need to mix the trains up Little Cottonwood. Nix the tunnels linking all the resorts. Improve/expand year-around bus service. Build avalanche sheds if need be. Do all of that and my rating jumps to "Well" or "Very Well." You should also understand that OUR natural environment should not be at the mercy of the ski industry's mega-dreams. We cannot afford that and neither can this slender range of mountains. thank you	Salt Lake City	04/16/2015
	Your corridor/purposes lists are surprisingly biased and poorly defined. This is a flawed document lacking fact and impartiality. The document is leading. As such, the conclusions clearly are opinions based on interpretations of such vague purposes like "protect and enhance community character", or "protect watershed health...". My opinion is that any solution short of eliminating cars in LCC will NOT "protect watershed health". Someone else's may be complete elimination of all humans from the watershed. The document's authors have created a leading document to support their own beliefs, rather than provide information to the public to make an educated solution. The TRANSPORTATION SYSTEM GROUP voted on 4 transport concepts. Concept B was the LEAST favored, yet is largely the one on the Blueprint. This fact demonstrates the Mountain Accord is a flawed system being manipulated by personal and private interests, rather than a consensus-based process as it is purported to be.	Salt Lake City	03/02/2015
	Bus Rapid Transit for LCC is the best option. Light rail in Parley's Canyon would be a good alternative.	Salt Lake City	03/15/2015
	I think that this is much better overall than the one wasatch plan. However, do you realize what your doing? We have these beautiful mountains that many people including myself with spend 200 plus days in year around. Once we make these development we can never reverse them. What is wrong with someone having to drive to the resort the way it is now? It will take longer? so what, you really won't see that much more riding in your day as much as you will sitting around on a bus or train. Please do run our backcountry.	Salt Lake City	02/04/2015
	See comments above for LCC. I think the same allies to BCC. Mill Creek shuttle: strongly support Parley's: I'm not as familiar and, thus, reluctant to comment. Though not addressed in the Accord, I would strongly support a cycling route through Parley's that does not include I-80.	Salt Lake City	02/15/2015
	Since when do people who ski Alta want their resort to be connected to anyone? Oh that's right. They don't.	Salt Lake City	05/01/2015
	YOU NEED LIGHT RAIL!	Salt Lake City	05/01/2015
	Vehicles operating with internal combustion engines emit harmful pollution. At any time of year, thousands of vehicles per day go up and down the canyons. This is devastating to the natural ecosystem. A tunnel, accessible by vehicles would encourage more air pollution in the canyons. A tram from Park City to Big Cottonwood and one from Big Cottonwood to Little Cottonwood would meet the goals the Accord passengers could only embark at existing developed sites (i.e. ski area bases) and the route did not cross or interfere with routes used by backcountry skiers, hikers, mountain bikers, climbers, etc. The rail system in Little Cottonwood Canyon would be acceptable if it operated from 5 am to midnight daily, was available for boarding at least every half hour, and stopped to let off passengers on demand. A fleet of clean diesel or electric buses may be more practical. Both systems should operate in conjunction with bans on vehicles for at least two or three days per week and restrictions on the total number of vehicles allowed to enter the canyons on other days. All of these changes should be phased in over a five year period.	Salt Lake City (East Millcreek Township)	05/01/2015
	I am in favor of less cars in the canyons and more public transportation options using buses.	Salt Lake City / Alta	03/12/2015

	The distance between the front ski resorts and those on the leeward is not that far. Most of us do not use more than one resort a day. Most of us drive directly to the resort we want to ski at. Please do not Disneylandize the Wasatch and spend my tax money on some scam that will only serve a few wealthy disinterested, disinvested tourists who want the thrill of boasting. I challenge those behind this proposal to take a hike in the mountains and picture those same mountains with trails going over your head as you hike. This proposal will cause irreparable harm to the fragile environments, and the wildlife that live currently in the Wasatch. Destruction and the experiences that many of us moved here to have will be permanently altered or simply vanish.	Salt Lake City use mostly Little Cottonwood Canyon	05/01/2015
	Leave the Wasatch alone !!!	Salt Lake City UT	05/01/2015
	The Mill Creek proposal needs more clarification and certainly more feedback from the public, that is the locals canyon, and quite frankly keeps many of us here... The question of shuttle and protection for that canyon brings to question Dogs in the canyon which was avoided in last night's Q&A. Something has to be worked out with upper mill creek in the summer, people are angry and running users off the road, a dedicated road bike lane would be nice protection for both cars and cyclists; but I want my cake and I want to eat it too... so can you work a dog friendly shuttle? That is the only place cool enough to take dogs in the summer on the Salt Lake side, that is also, personally my 5 am morning trail run or ride, and why I moved here, if Mill Creek is closed to cars, can I get my morning run in? or will I need to drive over to Kimball Junction in the morning... those are thoughts that come to mind? The LCC/BCC and tunnel proposals sound like very ideal solutions to the problems, but again can the numbers of people movement work and can you start the idea of public transit in the valley instead of just at the base of the canyon? It currently takes me about 4 hours of round trip bus time and \$15 to get to Brighton or Alta from Liberty Park and honestly hasn't been conducive to doing so, it takes me almost 1:20 to get to the park & rides at the base of the canyons by bus, so at this point the transit up the canyon isn't the deciding factor for many locals. The proposed increased light rails in the valley presented last night were only two southern routes, I believe there's a clear need for additional rapid transit from Salt Lake down there (i.e. foot hill/wasatch Blvd) and even 1300 E/Highland to VanWinkle or similar? Will the proposed transit solution adequately take into account people and their gear? In the summer, many of us will bring bikes up BCC and Mill Creek... in addition to dogs and skis in the winter, if there were better bus options (weekend and more weekday options) up to Park City, many of us would bring bikes and skis as well, will the incentive to use these systems be self-limited by gear space? (i.e. 3 bikes per bus as current?)	Salt Lake City, 84105	02/12/2015
	I am opposed to all tram or aerial connections between the Cottonwoods and Park City. Light rail connections between the Cottonwoods and Park City would have the least environmental and air quality impact. I support using light rail and/or bus only transport up both Cottonwoods to preserve the quality of our mountains. Homeowners in each canyon would be permitted 2 vehicles to have in the canyons with an additional user fee to offset road maintenance. Light rail from the University could go through Emigration Canyon to Summit County and provide a link other than I-80 corridor for commuters and visitors.	Salt Lake City, Emigration Canyon	02/09/2015
	I don't think that either goal 13 or 14 are met by the proposed transportation system. I like the idea of a shuttle in Millcreek but it would not be highly used unless dogs would be allowed.	Salt Lake City, UT	02/04/2015
	There is not enough information provided in the "Alternatives and Purposes" documents to know how it would truly effect each purpose. It seems like a less expensive and easier alternative would be to start charging a fee to travel up the canyons by car, and to make the current bus system more frequent and cheaper than the car fee, and to provide adequate parking at the canyon mouths.	Salt Lake City, UT	03/17/2015
	While I applaud the facts gathered for this analysis, the results are a 50% hit/miss. The transportation plan for Park City is a great start-- rail service along the I-80 corridor, and a light rail transportation backbone in the Snyderville Basin. This may reflect the more advanced and realistic planning of Summit County compared to Salt Lake County. What I question is why the approach for Salt Lake County is not comparable to that for Snyderville Basin. Instead, the "alternatives proposed to advance for further consideration," which only address Little Cottonwood Canyon, are a MISS. While Little Cottonwood currently has the worst traffic/avalanche problem, it's not the problem really a result of what is going on down in the valley. Without a serious revamp of the transportation system that delivers people to the mouth of Little (and Big) Cottonwood Canyon, light rail transit up LCC is basically giving people a cherry to put on top of a (melting) snowcone. The start of a comprehensive mass transit system for the Salt Lake Valley is shown in the blueprint, but neglected in the identification of options. Bus or rail up LCC, I don't care, as long as people get to the mouth via mass transit, and can get around the valley with mass transit so we can have snow (and breathe the air) in 20 years.	Salt Lake City, UT	04/24/2015
	I think aerial transit to Park City is not viable. I like the idea of tunnels which would be snow free, safe from avalanches. I think they should only be open to public transit, not private cars. I hope year round bus service in big cottonwood is considered.	Salt Lake City, UT 84109	04/03/2015
	Feasibility of tunnels needs further study to determine costs and feasibility.	Salt Lake City, Utah	02/25/2015
	I think you are all overdoing it, over thinking this. I suppose it's the mighty dollar that will prevail. The less development there is, the better. More transportation means more people going up the canyons. What's the point of the "experience" for a tourist. It's already getting to be overbuilt anyhow. Look at The Canyons. It was way better when it was Parkwest and Wolf Mountain, when skiing prices were still affordable for local skiers and boarders. I say respect what a wilderness area is all about. The mountain accord idea is in direct conflict with this designation. Or is it that "Utah" is once more playing games with the Federal gov. and poking a finger in the Fed eyes. History and contemporary Utah politics will tell us this is still the case. The Wasatch is practically barren of what wildlife used to be there. All killed off or their habitat is destroyed. Nice history. The Wasatch should be preserved and protected, especially from pervasive development and people who think that it's ok.	Salt Lake City, Utah	05/01/2015
	My only comment, as a long term resident (Since 1974) and having enjoyed the uniqueness of the Wasatch Mountains all these years (and yes I am a resort skier) is I hate this "blueprint" of trying to "improve" this very fragile area. I do not believe that our watershed or mountains will be "improved" and only benefits the ski resorts. We already have wonderful ski resorts and I love resort skiing but am not in favor of ANY MORE EXPANSIONS. I have only attended one mountain accord meeting at the SLC Public library (transportation and economy) a while back and I was not impressed about how the transportation plans are being proposed. Tunnels, Trams, etc. Lets work with the bus system ideas, and yes, this is not an "upscale" idea but these mountains are very unique. NO more expansions and development in the canyons. NONE.	Salt Lake City, Utah 84106	05/02/2015
	see above	Salt Lake County (Canyon Rim Area)	04/28/2015
	Promoting more public access to the Uintahs, Quirrhirs, north central Wasatch, and southern Wasatch should be part of the plan. There are many beautiful areas people don't know about closer to their home.	Salt Lake city/Taylorsville	05/01/2015
	**** I do not support a rail system from SLC or Sandy to Park City. **** I support designated bus lanes without public HOV access "busses only" to Park City.	Sandy	04/30/2015
	A bus system or other flexible transportation system would be more cost effective and more environmentally friendly.	Sandy	02/23/2015
	As is ok. I cannot believe Alternative D is even being considered. A train up a pristine canyon like Little Cottonwood canyon. Come on!!	Sandy	05/01/2015
	A key factor with any mass transit plan, will be if it reduces private vehicles in the Canyons. To accommodate the needs of dispersed recreation, the routes will have to include stops (and pick-ups) at trailheads and run early enough and often enough to meet the needs of hikers, backcountry skiers and snowshoers.	Sandy	02/26/2015
	A light rail-type train up the canyons would be ideal from a user point of view, but it may be technically difficult.	Sandy	05/01/2015
	According to your own criteria and bogus screening process, you have omitted/rejected many other viable options for alleviating traffic congestion in LCC. Idea #1: How about adding east-bound passing lanes up LCC? The first up-hill passing lane starts 4.7 miles up the canyon (where the cops always sit). Slow vehicles create looong lines behind them. Idea #2: How about increased and optimized bus schedules?? Seems a lot less expensive than a train. Idea #3: I don't like your idea of adding bus lanes in LCC (not enough room), but if you did, why not make it an HOV lane as well? Idea #4: Better communication on canyon closures. Most of the time the large lines extending past the mouth of the canyon are because the canyon is closed. If more people used the UDOT texting/emailing service (or some other means) maybe fewer people would line up when the canyon is closed. Idea #5: Employee shuttles. I'm sure Alta and Snowbird represent a large amount of the traffic in LCC. What if they provided shuttles for their employees? Idea #6: Snow sheds. If you are planning to build snow sheds over train tracks to protect from avalanche and keep transit moving, why not build snow sheds for the automobiles??? A lot less expensive! Idea #7: More and better parking. Expand and improve parking at various canyon access points along the road including hiking trail heads, as well as ski resorts. Cars parking along the side of the canyon road on busy days slows traffic and increases frustration. Trailhead parking along the side of the canyon road can be a safety concern as well. Idea #8: Pilot programs. Mountain Accord seems all ready to do major construction and damage in LCC but I have not heard of any serious efforts to see if other easier and cheaper alternatives will work just as well... if not better. Lets do some pilot programs with buses and shuttles and carpooling, etc. That is a hell of a lot cheaper than dumping BILLIONS into a train! Train: Dumbest idea EVER! Go back and do your homework!	Sandy	03/02/2015
	Adding more buses during peak hours in the winter time would make the bus a more viable transportation option for skiers. Building trains in our canyons would generate severe noise pollution and have disastrous environmental and recreational impacts. I can't imagine that anyone other than the ski resorts would be on board with this??? I am shocked and extremely disappointed in SOC's support of this concept.	Sandy	03/05/2015
	Additional CNG buses are being purchased by UTA and would be able to meet these needs.	Sandy	04/24/2015
	Although light rail was said to take longer due to number of stops, the advantage of not driving especially on icy roadways could make this quite attractive to many people. An alternative that I have seen in some other countries, and which is in use with some bus routes, is an express train every few trains that would skip some of the stations.	Sandy	02/13/2015
	As above --charge tolls and parking fees.Reduce number of cars on the road with a toll and parking fees for vehicles with fewer than 3 occupants. Provide more buses and places to park away from the mouth of both Big and Little Cottonwood Canyons. We don't need additional bus lanes. Consider bus only traffic during the peak periods. Why do we need to spur development with the addition of new transit corridors. Doesn't this disadvantage those that have already invested in Salt Lake City. We need proposals that will revitalize the City.	Sandy	04/20/2015
	Better and more flexible bus plans. Can traffic be restricted to 2 lanes up canyon for 2 hours in the morning and 2 hours down canyon in the evening? Something more flexible like that rather than a train.	sandy	04/07/2015
	Consider each corridor separately - please consider how they will need to adapt for each season.	sandy	02/23/2015
	Do not allow any Aerial Trams or Gondolas across ridgelines or mountain public recreation areas. It will take away from the scenic beauty of the mountains for hikers, BC Skiers and all users.	Sandy	02/12/2015
	examine more transportation options that are fossil fuel free	sandy	05/01/2015
	Express, low emission buses or nothing! Ski resorts are large enough and should be made to construct multi level parking on their own property as any other business would need to do in order that they can demonstrate the ability to handle their customer load. This is one of the big delays on mornings in the canyon. Parking is a problem that could be streamlined by the use of multi-level parking structures unless the low emission buses become required. Cars can easily be restricted by charging \$15 per car, week days, \$25 per car on Saturdays and Sundays, which would encourage car pooling and bus use.	Sandy	04/16/2015

	<p>GENERAL COMMENTS oppose new roadway or railway development BUS TRANSIT AND SHUTTLE I SUPPORT increased and improved "Local Bus" for LCC, BCC, and Millcreek. Improvements should include: 1. increased service including year round for BCC. But, to support such increases there must be much greater incentives to use the buses and perhaps even a penalty such as usage fees, parking fees, etc. for those who choose not to take a bus. For LCC in particular I think increased service should include buses that do not stop at Snowbird but instead go directly to Alta. When I have ridden the bus to Alta I was greatly annoyed by how much time it takes the bus to wind its way through the 3 stops at Snowbird. 2. more stop stations or the ability to "flag down" a bus at designated, but not regular, stops (i.e., where safe pull offs would be constructed and kept cleared of snow). Currently in LCC, the highest use back-country area in the canyon below Snowbird is the White Pine trailhead, and there is no bus stop there. 3. greater incentive for users to take the bus and, perhaps, penalties or disincentives for those who do not in the form of user fees or parking fees. However, I don't like the idea of asking users to pay because that disadvantages people in lower economic percentiles. In my opinion, the current ski buses are pretty expensive. Here's a wild and crazy idea: Institute an optional county use tax (e.g. for SLCC, Summit, Davis, etc.) that provides a FREE YEAR ROUND BUS PASS. The tax could be graduated a la US income tax and our former state income tax. Non-locals could be allowed to purchase the pass or pay for each ride. Alternatives such as passes for a fixed number of rides or days for both local and non-local users could be considered. I think Express Bus could not be implemented due to the mostly single lane structure of the LCC and BCC highways as well as the limitations of bus speeds on steep mountain roads. I OPPOSE Bus Rapid Transit (BRT) in all canyons because of the impact and cost for building an extra lane. See my comments below with respect to rail rights of way. Regarding building of snow sheds in LCC (as well as BCC) it seems to me not worth the cost. Because there are so many potential avalanche slide areas (in addition to the 6-8 or so signed slide paths), it would seem to me that the miles necessary for coverage would be so great that the cost would be prohibitive. Covering only the main slide paths would be questionable in my opinion as that would leave UDOT and the USFS having to decide when the avalanche hazard is safe in the uncovered sections on roadway. Plus, I think there would still be need to do control work on the main slide areas even if the road were covered. It is also my impression that most of the road closures in LCC occur during night time hours. Plus, with the diminished snow fall due to climate change it seems as if road closures are decreasing. RAIL TRANSIT I OPPOSE any form of rail transit in all canyons primarily because the impact upon the terrain would be immense (huge amounts of cut and fill for either the route parallel to the existing road or the independent route). If it were feasible to add roadbed for trains, then it would also have been feasible to add roadbed for additional highway lanes years ago. The meager additional lanes added only recently in LCC attest to the difficulty of making those additions. Secondly, I oppose rail because of the cost. It is obvious that the counties and state could not afford to pay the full cost of rail lines, and they would have to ask for a large portion of the funds from the federal government (e.g., a la the Salt Lake County and Utah County I-15 rebuilds). Can you imagine Congress voting to spend a billion or more to "make a cooler experience for the guests of some Utah ski resorts"? Ha, ha, ha!!! Thirdly, I oppose rail because of the fixed nature of its stations and need for large parking areas at the valley terminals. Bus stops can be changed if demand changes. Train stations would be extremely expensive or infeasible to change. Although buses also need valley parking facilities, they can be more dispersed as they are today. I think valley parking facilities for train service would be much more expensive. AERIAL TRANSPORTATION Are you kidding me?</p>	Sandy	05/02/2015
	<p>Gondola system over the mountains.</p>	Sandy	05/01/2015
	<p>Grizzly Gulch should be expressly excluded from any further development by Alta Ski area or any other resorts. For public land preservation, watershed concerns, visual pollution, and preservation of a uniquely accessible wild area, Grizzly Gulch should be protected and preserved. Grizzly Gulch is one of the most accessible wild areas left at the top of Little Cottonwood Canyon. A short hike, ski or snowshoe take one away from the sight of ski resorts and into a forested haven. It is a place many of us had our first backcountry ski tours or snowshoeing adventures. Ski lift expansion in Grizzly Gulch would be a tragedy for not only that area but also for the area near Twin Lakes, Lake Catherine, Silver Fork, Days Fork, Cardiff Fork and other adjacent areas.</p>	Sandy	03/11/2015
	<p>Here is my idea: Use the Snowbird Tennis club area or the plaza on Highland and 94th South as a nice "landing pad and shuttle launch" for clean air shuttles that go up the canyons. These can be nice coffee shop and hang out areas for people to park and take quiet, roomy shuttles that go directly to the lifts of the resorts or trailheads up both canyons. Gondola type transport seems more viable between the resorts over the passes, but please...NO extra lanes or trains going up our canyons. They would destroy our trails--some of the few natural trails. As it is already there is no where to park when hiking. Wouldn't it be great to ride a bike or drive to a cute and quaint little village, and be able to easily board a shuttle to take you anywhere up the canyon without the hassle of parking then schlepping all your gear? I say put the expense in a nice town square center, shuttles and bike lanes and over the pass gondola AND save our trails, wildlife, sanity, neighborhood feel of our precious canyons.</p>	sandy	03/03/2015
	<p>I am strongly opposed to the development of light rail train lines being built and run up both Little and Big Cottonwood Canyons. This alternative is only destructive to the environment and harmful to the residents (noise, pollution-as in the eyesore it will be, eminent domain, etc.) of the Cottonwood Canyons neighborhoods. Development of an aerial tram between Park City and Big Cottonwood Canyon would not only be an eyesore, but would also be an irresponsible decision that would jeopardize the health and well being of our canyons, wildlife, ecosystems, and watersheds. Certainly there are traffic issues up the canyons (but it is particularly true on prime ski days). The proposed blueprint serves to benefit the few (the skiers and ski industry), while leaving the rest to suffer the consequences. This is not a responsible plan. It is neither environmentally nor financially responsible. If there is so much money to be spent on improving transportation why not spend it in the valley to further improve mass transit and our air quality (particularly throughout the winter months when we deal with the inversions)? Why not run more buses more frequently up the canyons (especially on prime ski days)?</p>	Sandy	03/20/2015
	<p>I am supportive of buses and/or shuttles with incentives and disincentives for auto usage, but would also need to see transit systems addressing service for those seeking less traveled destinations, ie, beyond the resorts and major trailheads.</p>	SANDY	04/29/2015
	<p>I completely agree with Save Our Canyons opinions and statements regarding this proposal.</p>	Sandy	03/17/2015
	<p>I definitely feel that there are some that are better than others. I am very much against a ski link idea. I honestly do not believe this is viable to ski multiple areas in one day. It is a marketing idea to get more out of town skiers. I am for maintaining these mountains for the beautiful and pristine habitat it provides and the fresh water it provides for the people in the Salt Lake Valley. I am also against any type of major construction in this mountain range. I would need an environmental impact study before I would feel comfortable with some of the alternatives. Thank you.</p>	Sandy	05/01/2015
	<p>I do like the idea of increased buses and a designated bus lane. But NO TRAINS and NO Tunnels, PLEASE. We want to leave the beautiful mountains for our children and grandchildren.</p>	Sandy	03/12/2015
	<p>I do not like any part of this idea. I personally think the canyons should be left alone. You talk about reducing the impact of cars, parking, and whatever else, however, you are just transferring it to another. Also why would you want to take light rail up the canyons. I know the resorts see it as making more money and so do the construction companies submitting the bids. But the light rail is not profitable and never will be, so while these companies are making more money the tax payers are left with the bill. Don't get me wrong I am all for corporate america and growth, I am studying business and finance, however, not when it comes at an increased cost to me. Last I would not use any of these so called improvements, I do not like public transit and am not an outdoors person. I like the idea of the mountains so don't ruin them any more than what they already are. So no do not consider alternatives scrap the whole project and leave things as they are.</p>	Sandy	03/22/2015
	<p>I don't think it is desirable to spur development with new transit corridors.</p>	sandy	04/20/2015
	<p>I don't think we have a expander build any additional transportation court orders that was for development. Let's make use of what we have, we should support the city center and build transportation from the city centers up to the resort. Encourage right sharing. Provide incentives to use the bus and rideshare by charging a toll in parking fees for vehicles with fewer than three occupants. It's impractical for our family with all their gear, snacks, and lunch to take the train or bus to go skiing. The tax payers shouldn't have to pay the cost of the propose transportation solution. Let's not be so ambitious at the expense of the taxpayer.</p>	Sandy	04/30/2015
	<p>I will just say this: Don't eliminate the LCC quarry trail!! I ski on average 40x a year at Snowbird and understand transportation &amp; parking is an issue. I also MTB the quarry trail more than 50x a year. To do away with the trail for the sake of a shuttle train would be foolish and reckless for the thousands that use this trail throughout the seasons. Preserve the trail!!!!</p>	Sandy	04/22/2015
	<p>Improvements need independent economic / environmental impact studies for decision rendering 1) improvement to current bus system in BCC and LCC with improved schedules, improved base parking or enroute park and ride spaces and improved available buses during peak times 2) bike lane improvement 3) train up LCC -- 5/10 possibility rating -- must be largely resort funded 4)-----NO tunnels -- ONE Wasatch taking it underground is no different---NO NO NO 5) This continual transportation improvement as a guise for ONE Wasatch vision is getting very old -- NO RESORT EXPANSION--NONE!! ---</p>	Sandy	05/02/2015
	<p>It's obvious from your prospective something needs to be done. It's all about money! And the resorts and there needs. It's just to bad that all good things come to an end over it.</p>	sandy	03/16/2015
	<p>Light Rail trains here are powered by overhead electric catenary lines. Are ways to produce some or more of that electricity on site being considered, such as biogas, biomass, wind, etc?</p>	Sandy	02/14/2015
	<p>Like the idea of Express Buses to PC from the Airport. An "Exclusive Guideway" needs some explanation I can't find. Doesn't it require widening the road? I don't see how that can be done without major environmental damage.</p>	Sandy	04/14/2015
	<p>Limit expansion of any transportation.</p>	Sandy	04/30/2015
	<p>Limit the number of allowed skiers at the four Cottonwood Canyon resorts as part of the resort base land swaps.</p>	Sandy	03/14/2015
	<p>Limit tourists by not us tax \$\$\$ to advertise out of State. No more Federal lands leased to ski resorts. Connect by lift from Park City area to both Little and Big cotton canyons.</p>	Sandy	04/13/2015
	<p>Maintaining the integrity of the watershed needs to be the top concern. However, I like the idea of improving especially bus availability. Perhaps a year round vs. ski bus route would be helpful. I wonder if the light rail system would exacerbate environmental degradation in the watershed and the canyon in general. This would increase maintenance traffic and could cause serious disruption of pristine forest land. I am not convinced that further development will be beneficial.</p>	Sandy	04/30/2015
	<p>More buses and a more flexible bus schedule should be the solution. Yes this additional alternative needs to be considered and is better than all of Mountain Accord's plans. It is far lower in cost, will not damage the canyon or watershed and can be implemented in a pilot program. We need a system like Zion's National Park with more buses for Little Cottonwood Canyon. That should be the solution with more parking outside the canyon possibly in Salt Lake or lower Sandy. I want more buses, and no more digging into the canyon. The canyon is small, and should be preserved. Not to mention the water supply. We cannot endanger the watershed for the greed of UTA and ski resort owners. Extra lanes or a train would be a huge footprint in a little canyon, not to mention it would cut out recreational needs of Utah residents. Since cars will not be limited it is just more of packing the canyon full. The new transportation will be too expensive to ride, and will not help the residents. The maintenance would be a burden on taxpayers as well. It seems that the major transit system only benefits UTA and the owners of the ski resorts. I do not want to pay for that as a tax payer, and I do not want the money taken from education as an educator.</p>	Sandy	04/30/2015
	<p>Mountain Accord is doing good work. My undecided votes here only express frustration with insufficient information to make an informed decision.</p>	Sandy	05/01/2015
	<p>My family has experienced skiing and snowboarding at all the resorts of which we are speaking. It is just not that hard to access any of these canyons using the existing roadways. Between Ogden and Provo a skier can choose between many of the worlds finest resorts and get there in an hours time. Let's work harder to make buses and vehicular traffic work before we even consider ripping up our canyons. I find it hard to believe that anyone (state, local or federal government) can afford to do what is proposed here.</p>	Sandy	02/26/2015
	<p>No extra lanes or trains up Little Cottonwood canyon. Only more buses, and a more flexible bus schedule.</p>	Sandy	05/01/2015
	<p>No extra lanes or trains up Little Cottonwood Canyon. Only more buses, and a more flexible bus schedule, like Zion's.</p>	Sandy	05/01/2015
	<p>NO LANES NO TRAINS!!!!</p>	Sandy	04/29/2015
	<p>NO TRAIN!</p>	Sandy	03/06/2015
	<p>No trains and no lanes up little cottonwood canyon.</p>	Sandy	03/03/2015
	<p>NO TRAINS OR LANES UP LITTLE COTTONWOOD CANYON</p>	Sandy	04/29/2015
	<p>No trains or tunnels in the canyons or foothills</p>	Sandy	03/12/2015
	<p>no trams in the canyons.</p>	sandy	03/01/2015
	<p>No....</p>	Sandy	03/14/2015
	<p>Passes for residents up the canyon, like Millcreek?</p>	Sandy	03/15/2015
	<p>Plan D is the best option.</p>	Sandy	02/13/2015
	<p>Putting a train up Little Cottonwood is a crazy idea. It is not a good economic choice either in initial construction (there are more pressing transportation issues in the valley) or ongoing operational costs. Comparisons made by MA of Little Cottonwood and European ski areas is like comparing apple to oranges. The size and capacity of these disparate areas are fundamentally different in scale and scope. This appears to be more about marketing tourism than fitting a solution to a transportation. Better bus service is a more reasonable, scalable solution.</p>	sandy	05/01/2015
	<p>See above</p>	Sandy	03/10/2015
	<p>See above</p>	Sandy	02/16/2015
	<p>See above comments.</p>	Sandy	03/11/2015

	See the last question for this discussion. Realistically, I think that with respect to the cottonwood canyons area, it would be prudent to use existing resources (roadways and buses) to see if some goals can be achieved. If necessary, regulating automobile traffic could provide incentives to get people on shared, public transportation. Let's not jump into a plan to install rail service costing billions before we try to implement a more practical solution with available resources.	Sandy	03/06/2015
	Selfishly, as a year-round user of Big & Little Cottonwood Canyons (and as someone who lives close to both), I would prefer NOT to make it easier for Park City residents/tourists to make it over to "my" Canyons. However, since they will come anyway, lowering the Big & Little Cottonwood Canyons congestion is a worthwhile goal. How does building a Light Rail line up Little Cottonwood jive with the propensity for avalanches in that canyon?	Sandy	04/30/2015
	The best alternative would be to limit the amount of traffic into the Wasatch Mountains to preserve the wilderness and watershed.	Sandy	05/02/2015
	The buses in mixed traffic seems to have been dropped prematurely without a solid reason. Avalanches are a bigger problem for light rail than for bus.	Sandy	02/18/2015
	The purposes and conceptual alternatives are terrific. What causes some worry is the impact on the environment of actually building rail lines up canyons, etc. Till more details are worked out, I certainly am interested in the alternatives being explored.	Sandy	04/27/2015
	The question is nebulous. It assumes more modern transportation (more environmentally friendly) is good (as I see it). What happens on top of snow is not what happens without snow. More people is not good for the area in the summer months.	Sandy	04/30/2015
	The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. For example, one of the most obvious solutions for managing traffic in Little Cottonwood Canyon is increasing bus service in mixed traffic up Little Cottonwood Canyon. This alternative, however, like many others has gotten short shrift in Mountain Accord's analysis. Specifically, the Transportation Purposes and Alternatives Report available on the Mountain Accord website proposes to drop this alternative from further consideration based wholly on a conclusory assertion, with no accompanying analysis or facts, that this alternative succeeds only in "reducing avalanche-related risk and delay" and would "fail to meet the other 13 purposes." No explanation is given as to why this option would not "reduce auto use and congestion in Little Cottonwood Canyon," "reduce vehicle emissions in the Cottonwood Canyons to improve air quality," "reduce parking impacts on environment, safety, and economy," "support land use goals for reduced sprawl and concentrated development," "improve access and connections for pedestrians and bicyclists," "protect or enhance the natural and scenic resources of the Cottonwood Canyons," "protect and enhance community character" or any of the other articulated goals for the plan. It defies logic to assume that more frequent and better timed bus service, coordinated with bus service schedules throughout the valley, would not decrease auto use, vehicle emissions, and parking demands in Little Cottonwood Canyon. This failure to grapple fairly with the issues at hand suggests a rigged, agenda-driven analysis rather than a careful, fair consideration of potential alternatives. Moreover, one wonders how the proposed approach "protects watershed health, water supply, and water quality" better than increased busing, given that the negotiated proposal requires providing increased water for culinary purposes to Alta and increased water (in unquantified amounts) for snowmaking at the resorts. Additionally, while Alternative D, Transportation system management alternatives—which "are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways"—is mentioned as an alternative that will continue to be considered, the Report evinces very little actual consideration of this alternative. It seems that a deal has already been struck between the existing players (who do not represent all relevant stakeholders) and that other alternatives are falling by the wayside without careful study. There seems to be little actual data in the report, so it seems unlikely that any alternative has received enough consideration to be eliminated from consideration at this stage. The report also fails to prioritize the many listed goals in any meaningful way and assumes that increased tourism in the Canyons is an unmitigated good. No sense of relative priority is given and the report fails to explain, for example, why creating a unique "traveler experience" in the canyon should be given equal weight with reducing congestion and parking demands. Relatedly, the report also assumes that increasing tourism in the Canyons is an unqualified good without any explanation for why that is so.	Sandy	04/29/2015
	The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. The report fails to adequately consider alternatives or adequately explain why some alternatives are being excluded from further consideration. For example, one of the most obvious solutions for managing traffic in Little Cottonwood Canyon is increasing bus service in mixed traffic up Little Cottonwood Canyon. This alternative, however, like many others has gotten short shrift in Mountain Accord's analysis. Specifically, the Transportation Purposes and Alternatives Report available on the Mountain Accord website proposes to drop this alternative from further consideration based wholly on a conclusory assertion, with no accompanying analysis or facts, that this alternative succeeds only in "reducing avalanche-related risk and delay" and would "fail to meet the other 13 purposes." No explanation is given as to why this option would not "reduce auto use and congestion in Little Cottonwood Canyon," "reduce vehicle emissions in the Cottonwood Canyons to improve air quality," "reduce parking impacts on environment, safety, and economy," "support land use goals for reduced sprawl and concentrated development," "improve access and connections for pedestrians and bicyclists," "protect or enhance the natural and scenic resources of the Cottonwood Canyons," "protect and enhance community character" or any of the other articulated goals for the plan. It defies logic to assume that more frequent and better timed bus service, coordinated with bus service schedules throughout the valley, would not decrease auto use, vehicle emissions, and parking demands in Little Cottonwood Canyon. This failure to grapple fairly with the issues at hand suggests a rigged, agenda-driven analysis rather than a careful, fair consideration of potential alternatives. Moreover, one wonders how the proposed approach "protects watershed health, water supply, and water quality" better than increased busing, given that the negotiated proposal requires providing increased water for culinary purposes to Alta and increased water (in unquantified amounts) for snowmaking at the resorts. Additionally, while Alternative D, Transportation system management alternatives—which "are combinations of incentives for transit use and disincentives to auto use, without adding new transit guideways or expanding roadways"—is mentioned as an alternative that will continue to be considered, the Report evinces very little actual consideration of this alternative. It seems that a deal has already been struck between the existing players (who do not represent all relevant stakeholders) and that other alternatives are falling by the wayside without careful study. There seems to be little actual data in the report, so it seems unlikely that any alternative has received enough consideration to be eliminated from consideration at this stage. The report also fails to prioritize the many listed goals in any meaningful way and assumes that increased tourism in the Canyons is an unmitigated good. No sense of relative priority is given and the report fails to explain, for example, why creating a unique "traveler experience" in the canyon should be given equal weight with reducing congestion and parking demands. Relatedly, the report also assumes that increasing tourism in the Canyons is an unqualified good without any explanation for why that is so.	Sandy	04/29/2015
	The way you shuffled thru the purposes seems very directed to one answer. If the purpose of the 'purposes' is truly to meet the states transportation needs in and out of these canyons I believe these would not be you only proposals. These are costly and overkill with precious state dollars at a time when we have pressing social needs. Your critical needs seem overly based on increased demand and expansion of the ski industry heavily skewed to out of towners which many people do not see as the ideal use of our natural resources. You are planning to fix a problem you want to make. What other city has the beauty of Little Cottonwood Canyon 10-20 minutes from thousands of peoples back door and if they did would they destroy it and make it a transportation corridor for other destinations? Something is not right here. Parley's Canyon has already been sacrificed for transportation. It should be the only canyon we sacrifice on that alter. Instead you quickly dismiss major transportation up that canyon for an untouched canyon. I read but did not buy into your reasons. Something is not right here.	Sandy	02/13/2015
	There are several aspects that seem vague. We might explore a fee station. We want to reduce auto traffic. We want to increase pedestrian/bike access, but really those are minor actions to help seal the deal on a tunnel and train. If we give you this, we get this. That's kind of how I see it. I'm not convinced that a train helps wildlife, water quality and the ambience of the canyons.	sandy	04/01/2015
	There seem to be many options for our canyons. I cannot see the public accepting light rail up either Big or Little Cottonwood Canyon. We would much rather see an increase in the buses rather than a rail and train traveling routinely through our canyons. We are familiar with the buses that run in our national parks (Zion) and I and my neighbors would find these easier to accept.	Sandy	03/16/2015
	There should only be transportation that won't damage the environment. Widening roads and trains will ruin the canyon. Local residents have been there because of the beauty of the mountain. We don't want it to look like a city. You could limit the amount of cars that go up the top. Just like Deer Valley only allows 400 skiers on their mountain in any given day, we could limit the amount of people or vehicles that go up the canyon. Existing buses could do the job. This is better than inviting unlimited amount of people there.	Sandy	04/15/2015
	Train is the best idea, by far. Build it! We already have buses and it's not that good. Trains could carry many more people and is better for the environment.	Sandy	04/13/2015
	Very poorly if you seriously consider trains and your indicated transit hubs in or near the canyons. Put your hubs in existing commercial areas.	Sandy	05/01/2015
	We don't need the canyons to connect for any other reason than for the tourists and that is not a good enough reason to justify the impact it will have on those of us who make our home here at the mouth of the canyons.	Sandy	03/16/2015
	We want LESS road/transportation, MORE mountain!!	Sandy	03/16/2015
	Well, the winter trailhead parking problem could be solved if the buses would stop at all the major trailheads and if there was bus service connecting the bottom of BCC, LCC and then a few trips from Millcreek back to BCC. It was much better back when you could park at the base of BCC or at 7200 south and 2000 East and catch a bus up LCC, ski over and return on a bus down BCC to the same starting point. It is such a hassle now that most just park in BCC, or drive up BCC, leave a car, then drive up LCC, leave a car there, ski over, then hitch or take the bus out BCC then drive back up LCC and get the car. That's 2 cars and 2 trips up each canyon for what we used to do with a bus. So much harder. These multi-car shuttles are also run between Millcreek and BCC with frequency.	Sandy	04/20/2015
	what I see the focus is on Rail. That is a mistake. You need to look at affordable and realistic alternatives Bus or some systems that use rubber wheels on asphalt with or without an additional lane is what should be studied. You are wasting a lot of time and energy and upsetting many people with this proposal of Rail	Sandy	03/08/2015
	Yes you should consider other alternatives. Enhanced bus service, limiting employee travel up the canyon to buses and vans. Here's an idea, let the buses up the canyons first on weekends. Take the bus and ski the untouched powder. How about no cars with two or less people up the canyons on weekends prior to 10am? All of these ideas would encourage car pooling, taking the bus, etc. Try these solutions before resorting to spending a few billion dollars (not so much when its not your money), or even before spending 25 million on an EIS. These small solutions could fix the majority of the problems for pennies on the dollar.	Sandy	02/25/2015
	You are crazy to propose a TRAIN. Honestly crazy.	Sandy	04/14/2015
	You ask for input but will not listen	Sandy	02/12/2015
	You should consider increased bus service, and if needed a dedicated Lane for bus service that could be one way in the morning to accommodate traffic to the resorts and one way downhill in the afternoon to accommodate going home. Incentives for car pooling, required bus travel by the 100s of ski resort employees, all could and should be considered long before spending Billions on a train system that will destroy the lower canyon, climbing areas, trails and natural beauty of the canyon	Sandy	03/13/2015
	You should increase the number of buses that run on the existing roadways during peak usage times.	Sandy	04/30/2015
	I think the bus and train are the best options, I am adamantly against the aerial system. Limiting construction and optimizing implementation time are two priorities for me, as well as long term sustainability and preserving the wild, raw experience of being in the mountains. Additionally, a protected bike path would be a huge draw for me to ditch my car when going up into the mountains.	Sandy	05/01/2015
	The "corridor purposes" make a lot of sense. However again the only transportation alternatives include using LCC (example) to access Park City. WHY???????????? The two area serve entirely different populations of sports and recreation minded people now. There is not reason to change that. Keep the places separate! The goal to go over the snow or summer flora and fauna to get from one resort to the next is a very bad idea for the people. It only makes sense to the developers. There must be many alternatives. To get a valid response on transportation please ed-link access up LCC from access to other resorts	Sandy (Salt Lake County)	04/16/2015
	If cars are lined up for 2 miles outside Little Cottonwood canyon, how does interconnecting the resorts solve for that? When the snow conditions are better at Alta and Snowbird (which is perpetual), what are people likely to do when conditions are poor in Park City? The answer is, they'll go to Alta/Snowbird, further congesting these two resorts. In this case, there will be people adding to the transportation burden because they have the option to do so.	Sandy (Wasatch Resort, LCC)	03/17/2015
	disagree with the bus statements there never has been a good bus system It takes forever / not often enough / not available when storming how about designated busses that are just shuttles for big and little? has that been tried? not in love with the idea of bus transportation but not that thrilled about the canyons being ripped apart to construct train access either and what is lost then vehicle access? feels like it really isn't being considered as it should be! Lots of variables without answers to questions of how it will be implemented the canyons are used year round with a ton of different variations those of us who really use it year round need to be considered think about access in May or Oct. very different from a powder day or midsummer	sandy ut	04/30/2015
	HOV lane on I80 seems to be the alternative for the Park City area.	Sandy, UT	03/26/2015

I don't know how you think you are going to protect the water resource, but it would be nice if that was the case. I do not agree w/ the gondolas or tram up Little Cottonwood Canyon this is an eyesore & takes away from the wilderness experience, the same w/ the rail. People are not going to give up their cars unless you make them!!! I've been riding my bike for years to work & I see very few people committed to other modes of transportation. Also I do not know how you will make bike travel safer unless you create a paved trail next to LCC creek. There is rock climbing in the canyons on both sides of the road & the train, tram will take away from the wilderness experience. I suggest limiting development of any kind. Snowbird does not need to expand their terrain & we need to maintain the wilderness area that they propose to develop (into Alpine). Pretty soon you'll want to put lifts into Lone Peak Cirque or Bell's. When will the assault stop. Come up w/ a better way of managing these precious resources please.	Sandy, UT	04/26/2015
I will provide comments on each alternative below: A (Light Rail Transit) This alternative would require a large construction project in the critical riparian habitat near Little Cottonwood Creek. The environmental impacts of this would be difficult and in some cases impossible to mitigate, and would likely be ongoing due to train maintenance and operation. This alternative is also extremely costly and it is unclear who would pay this high cost and how the investment would be re-couped. I fear that it would require large amounts of public funds, which most of the public would see little or no benefit from as well as high fares, which would not be socially just. Further, the proposed tunnel connections would have extreme costs, have large environmental impacts, and would be of little benefit to the public. The train would also likely be untenable for non-motorized recreationists who access the Wasatch Mountains from many trailheads and access points throughout the canyons that would likely not be served by train stops. B (Bus Rapid Transit) It is unclear why this alternative is an improvement over increased bus service. The road expansion needed would have large environmental impacts in the sensitive riparian area near the creeks. The negatives of tunnels is described above. C (Aerial Transportation) Aerial transportation is not a reasonable mass transit solution. The number of people transported is small and the fares needed would likely be high. It also is ski resort expansion which is not desired as we need to protect the remaining wild lands in the Wasatch Mountains. Further, aerial transport is aesthetically unpleasing and would negatively impact the visitor experience. Lastly, construction of such a project would negatively impact the environment and water quality in the sensitive heads of the canyons. D (Management Alternatives) This is hard to comment on, since they are very few specifics. However, I think some driving disincentives, such as a reasonably priced parking fee (where you could get an annual pass) would be reasonable. Another great management alternative would be free or very reduced bus fees to incentivize taking public transit. Perhaps parking fees could be used to subsidize the buses up the canyons. E (Improve Guardsman Road) I do not actively support improvement of the road and opening it year round, however, I think it is superior alternative to tunnels or aerial transportation which would have much larger impacts. F (Increased Bus Service) I think increasing bus service and reducing fares would be a great transportation alternative. It would utilize existing resources and infrastructure and have limited new environmental impacts. Having a year-round low-cost bus service up the canyons is a very attractive proposition. It is unclear why BRT is a better option than increased bus service. G (New road capacity) This option would be unnecessary if bus capacity and ridership was increased. H (Aerial transport LCC) This is not a transportation solution as it would be high cost, low capacity, have large environmental impacts, and be aesthetically unappealing. I (LRT or BRT up BCC) These options are likely unnecessary in BCC and would have large environmental impacts, particularly in the narrow parts of the lower canyon. Increased low-cost bus service would better meet the transportation needs in BCC.	Sandy, UT	05/01/2015
I would strongly oppose any aerial mode of transportation, especially for connections between Alta, Brighton, and Park City. In the Cottonwoods, I would favor only tunnels that would remain completely out of sight. The idea of shuttles in Millcreek makes sense, even though I am not thrilled at the prospect. But the canyon is too small, narrow, and winding to support auto traffic along with bicycles. The parking situation is already a major problem.	Sandy, UT	02/25/2015
It is VERY UNCLEAR as to what the options are for connecting PC to the canyons. Is a road one of the options being considered? I hope not! An underground railway would be best, but I guess that is the most expensive option. If a tram system is being considered, I feel it would have to be done very tactfully, and be very inconspicuous, with the corridor used for no other purposes other than moving people and their luggage (nothing on the ground!).	Sandy, UT	03/14/2015
No light rail anywhere. Increase bus service and expand parking areas in key, limited locations for automobiles.	Sandy, UT	04/30/2015
The argument is to build trains and tunnels to cut down air pollution. There has not been enough done to reduce the particulates from smoke stacks that billow out pollutants in the middle of the night while we are sleeping; stacks located throughout the valley. If air pollution is the concern, then look at a different plan to move people up and down the canyon, other than this plan. Our national parks have figured out a way to move people through the parks without cutting off access, building unsightly trains, tunneling through the mountain ranges, and building homes, facilities, condos and hotels. We are smarter than this from plan. We have options other than cutting off our canyons. Build a lane just for buses to transport workers to and from the resorts. Do not sell us short here! Be mindful of what is being proposed. If this is all built, we cannot go back to what it was. Our future is sealed. Please do not do this.	Sandy, UT	02/28/2015
These alternatives are incomplete.	Sandy, UT	02/23/2015
Hopefully, the legitimate needs of the ski industry can be accommodated in a way that doesn't decrease the wilderness experience.	Sandy, Utah	03/03/2015
no tunnel	Sandy, Utah	04/27/2015
Will wait for the EIS. I'm not in favor of increasing capacity in/out of Little Cottonwood Canyon unless more detail is provided.	Sandy/Little Cottonwood Canyon	03/14/2015
Increase bus only. Keep rail, train out of canyons.	sandy/unincorporated SL county	05/01/2015
I don't like the idea of any "fees" or "parking/pricing strategies" for the Wasatch. You should not have to pay a dime to access public land in the Wasatch. The good thing about having access to the Wasatch Mountains is that it is FREE recreation. I never use Mill Creek just because they charge you at the entrance. I think the tunnel idea is crazy, too expensive and too much engineering (plus were in an earthquake prone area). I think the tunnel concept in the plan distracts from an otherwise mostly good plan. The tunnels are ridiculous and should be completely taken out. I don't want my taxes to pay for tunnels and I don't want to see that much construction in the Wasatch. I do like the idea of a light rail system/train route up the canyons and to Park City though. I would prefer light rail over bus or any tram/light connections of the canyons. I would support a light rail system to Park City and up the canyons. I think that should be the focus for the transportation portion.	Saratoga Springs	04/30/2015
We definitely need a far reaching train system that is economical to use. If it costs more than fueling a car, no one will make changes to use it.	Saratoga Springs	04/25/2015
Adding extra lanes for HOV and buses would appear to be the most feasible solution.	SLC	04/30/2015
Agree there should be more mass transit opportunities for the Cottonwoods, but do not agree with with tunnels connecting the cottonwoods and the wasatch back	SLC	04/27/2015
Are there any alternative forms of transportation considered or is this plan designed to serve the ski resorts only?	SLC	05/01/2015
As bad as it is car and bus transportation are the most viable options. Instead of large, infrequent, partially filled buses there should be other options. Large buses are fine for early morning and late afternoon for workers and weekends for crowds. Other times small shuttle buses ( three or four per canyon) should run continuously.	SLC	04/30/2015
Busses seem to have been dismissed look harder!	SLC	03/16/2015
Busses!	SLC	04/29/2015
Don't necessarily agree with the priorities of the purposes (see previous comment), but the listed alternatives do meet the listed purposes. Just keep transportation development out of the Catherine's Pass area.	SLC	02/07/2015
Further developing the ski resorts would add pressure to our limited natural resources and wildlife in the canyons. I don't think that the Wasatch Front and Back should be connected by anything more invasive than a hiking or biking trail. I like the shuttle idea in Millcreek, can't this be implemented in Big and Little Cottonwood Canyons as well? Something similar to Zion National Park. Implementing vehicle entrance fees excludes those who cannot afford to pay which can be a negative impact on our community at large. Adding a shuttle service includes everyone in our community and decreases environmental impact.	SLC	05/01/2015
I am opposed to the expansion of aerial transportation between canyons. Expansion of traffic on the Guardsman road will diminish the watershed, further fragment terrestrial ecosystems, and diminish the back-country qualities.	SLC	04/26/2015
I strongly oppose creating a transportation corridor through LCC to PC, either via train, rail or tunnel. The beauty of the Tri-Canyon area is the ability to escape civilization by climbing, either by foot, bike, ski or other non mechanized means. PC can already be accessed by a modern four to six lane highway. I support Concept A, improving public transport in the canyons. Rail, trams or other methods would be prohibitively expensive. Make car transport expensive by allowing four person carpooling, but discourage individuals in cars - HOV access only. A fleet of CNG buses would be clean and cost effective, running every few minutes on weekends from 8 AM to 11 AM, and less frequently at other times. This concept worked well for Zion NP, for all the same reasons: a short, blind-ended canyon that was previously overrun by cars and lack of parking. Keep in mind that vehicular traffic is constant for only a few hours a day. The number of buses can be increased almost indefinitely, but train or tram has a fixed capacity. Only buses could handle the volume from 8 am to 11 AM.	slc	03/02/2015
I would like to see a light rail line from SLC to PC and Heber.	SLC	02/13/2015
Improve existing roads and mass transit/smart busses.	SLC	03/18/2015
Less development and destruction of the beauty and resources the wasatch contains.	SLC	04/18/2015
LOTS OF BUSES BIG AND SMALL	SLC	03/13/2015
More people, equals more environmental impact. period. Once the natural beauty is gone, the tourist dollars that were worked for through these changes will be lost. WE NEED NATURE. NATURE DOES NOT NEED US.	SLC	02/04/2015
No trains and no extra lanes up little cottonwood. Listen to the community that has lived in that area for decades and consider the options they have presented in attempts to save the true legacy of the Wasatch mountains.	SLC	04/30/2015
option A where addressing issues with existing access should be the focus. Connecting little/big and Parkcity via any kind of connection is not desirable.	slc	05/01/2015
People get rides with friends at worst case scenario, and there are buses that go up the canyons all the time. No need to make more transit.	slc	03/27/2015
Plans for the valley seem okay but I'm vehemently opposed to light rail in the canyons	slc	02/05/2015
Provide incentives for people to use mass transit. A test bed bus system would serve as a proof of concept before permanent investment. Ski tourists driving cars from out of town should be required to pay a fee to access the canyons or provided a voucher for use of the transit system.	SLC	04/09/2015
Rails and tunnels may serve their purpose in the Alps, but not here. Mountain Accord reps should not be using Europe as an example which should be replicated here. A much better alternative is to improve the existing roads up the canyons, and to improve bus service. A logical place for a train seems to be over Parley's, but not in the canyons.	SLC	02/26/2015
Stop doing projects until service is robust. That is what the audit said. How many times do we have to say it.	SLC	05/02/2015
UMA supports the Transportation System Management Alternatives solution more than the LRT or BRT. Largely because of economic (high costs) and environmental degradation from building new guideways. Bus tunnels from Alta to Park City, via Brighton seem to be more beneficial than environmentally damaging. However, cost is a major concern. No additional alternatives needed.	SLC	04/30/2015
We all agree that the population will grow but skiing is not growing as fast as the population. Transportation needs to be year round since summer use is very high and may compete with winter but is more spread out throughout the day. The bus system is inadequate during the summer. I have heard the discussion of a bus system that goes up Big Cottonwood to Little Cottonwood canyon but I am not sure that we understand the impact a tunnel has on our watershed. I think it does solve some of the problem since the same buses could service BCC, so there would not be a duplication of services and a bottleneck at the top of the canyons. Good job getting the dialogue started. Thank you to all that have donated time during this process.	SLC	04/28/2015
You have to make the access and parking to any transportation system, easy and convient as possible to get people out of there cars. The same can be said as well from the Airport to the Park City area and to the Cottonwood Canyons. This being said there needs to be a minimum of stops and a minimum of transfers. The links to the current tax system and any new transportation need to be simple and minimal in number, no more than 2 and preferably only one.	SLC	05/01/2015

	You should consider option F! For example, you make the ridiculous claim that option F would fail to meet 13 goals. First, the current ski bus options are insufficient and inconvenient. If buses came more than once an hour, then more people would use the bus rather than drive cars. Second, traffic is only a concern on winter weekends and some summer weekends and holidays. Drive up to Alta on a random weekday and you won't see traffic. Buses are more nimble to respond to demand and do not irreparably alter the canyon. Why not charge for parking on weekends or promote reduced bus fair as part of your lift pass? Why not include a bus pass with your season pass? Option F could then address goals 5-7. Additionally, more buses would service more of the canyon. Would light rail have stops at each hiking or snowshoeing trailhead? Unlikely. Buses could stop at more places without needing full stops and provide more options for hikers, pedestrians, and cyclists of all skill levels. All told, option F would address goals 8, 10, & 12. Let's focus on lodging in the valley and Park City with extensive bus and shuttle service to ski resorts and snowshoe routes on winter weekends. There is no need for fixed rail or a tram 200+ days a year. Period. Finally, why is goal 9 even a consideration at the same level as environmental concerns? Again, I see a focus on pimping our mountains to tourists at the expense of our own serenity and the enjoyment of future generations. Ultimately, it seems that the purpose here is to copy the Switzerland model. Uta and the Chamber continue to whisk people away to Europe to wow them. However, Switzerland has mountain farming and grazing, massive deforestation, and minuscule public land. The villages may be carless but you can take gondolas and elevators to every peak. We are not Switzerland! The Wasatch once was overgrazed and deforested but 100+ years later it has public land, wilderness, and unspoiled land. Let's not return to the past at the expense of our future. God gave us the Earth to beautify and take care of it, not exploit it for financial gain.	Sic	05/01/2015
	This will ruin what makes BCC and LCC canyon so unique. The will all but destroy the backcountry experience for those who live here and those who travel for what we have. The only ones who will seem to benefit from this plan are the corporate backers and the resort owners (who no by the way are mostly non Utah owned business's). Do Not Destroy what makes the Wasatch mountains the treasure they are	SLC ( Big Cottonwood Canyon)	05/01/2015
	Please consider a funitel or raised train, this could save the quarry trail and the homes along it in addition to creating a picturesque and functional ride up the canyon	SLC, San Francisco	04/06/2015
	It really is a shame that MA did not present themselves at all until this year, almost when it's too late! You would have had a lot more comments had you chosen to be more proactive when this all started! Everything the way it is! Preserve it's natural status, do not make any more impact than it already has. Quit pushing the Wasatch like it is Europe! IS NOT! It is a small paradise that needs to be PROTECTED, not ABUSED! Forest Service needs to be stronger at the Ski Resorts - do not let them expand. No backcountry. I say! No expansion of Mountain Farming and grazing, massive deforestation, and minuscule public land. The villages may be carless but you plans are going to ruin the watershed - what are you thinking?? It is a finite resource, not to be wasted and ruined with growth and development!! No trains - just have everyone wait until the road opens - Look at this year, the road closed twice maybe! - Teach people patience, why does everything have to be go, go, go! With climate change we may not even have snow for the trains to go to. MC REALLY needs to think about that too! And what is all this talk about SLC getting ready for the Olympic bid - how much is MA involved in this?? Shame, shame. The resorts sit on public land - this is OUR LAND and we have a right to protest against all this development! How are you proving that our comments are being listened to and even read for that matter?? We have been to 3 MA public service meetings and can't believe trying to get through with all the details that we really need to see presented!! I mean ... really ... half the questions were answered with "We can't answer that in full detail, it is still in process". To be fair, this needs a lot more time for more comments and more transparency before it goes to the Environmental studies in April!! Joni and Rob	SLC, UT SLC, UT	03/12/2015 04/17/2015
	See above.		
	I would like to see a rail system connecting from LCC resorts, to the mouth of the canyon, and continuing to the airport. I would like to see the transportation solution utilize avalanche tunnels to continually operate regardless of avalanche control work and avalanche risks. Connecting through to BCC and PC would be even better. Especially to provide a world class ski and summer destination to traveling groups and individuals.	Snowbird	03/12/2015
	See what they do in Europe in mountain areas. Switzerland, Austria. Eco friendly, less costly, fast, rail transportation.	Snowbird	04/30/2015
	I think the work that you all have done so far is incredible and I am thrilled that someone is taking the initiative to try and manage the impacts from the inevitable future growth. I just wish more of the public was open-minded and willing to work with you to think creatively and enhance your ideas instead of criticize and act negatively. Please do not let their narrow-minded thinking deflate you and thank you for all your hard work on this project.	Snyderville Basin	03/26/2015
	Alternate proposals - Just provide light rail from Wasatch Blvd/6200S and Sandy area (i.e. 9400S/2000E) up Little Cottonwood Canyon - Frequent bus shuttles, hopefully electric or fuel cell, between SLC, Cottonwood Canyons and Park City.	South Jordan South Jordan	05/01/2015 04/29/2015
	Highly prefer transportation by train in the canyons.		
	The Cottonwood Canyons suffer the unfortunate malady of being located so closely to a "beehive" of people the majority of which have no regard for nature other than exploitation and personal profit. These canyons should be disconnected and preserved and underserving people should be limited from accessing them. Similar to obtaining a food handlers permit, people should be required to learn how to handle the mountains. Education, restrictions and exclusivity are the alternatives. Sad but true, the proof is written on the granite walls...	South Jordan	04/30/2015
	This is the most concerning portion of mountain accord blueprint. I do not agree with the conclusions reached regarding the disqualified or eliminated options. Increased bus service was stated as only meeting 1 of 14 purposes, but I think that it meets more than that. This options addresses 1, 2, 3, 5, 6 probably, 7, 8, 10, 11, 12, and especially 14, as the character of the community would be maintained.	South Jordan South Jordan	04/28/2015 02/08/2015
	Whoever came up with this crap doesn't know anything about our canyons and what is best for them. I'm so mad right now, my blood is boiling!		
	Keep our canyon as it is. Of course, maintain the road so that all of us can enjoy the canyon. This proposal does not meet the needs of citizens of Salt Lake county. It merely enriches a few at the expense of all.	South Jordan, UT	04/30/2015
	Alternatives such as multi station twin-trams could reduce emissions and save money. A tram from the mouth of Big Cottonwood Canyon to Alta and over the mountain to Brighton, as well as another tram to Park City could save billions of dollars over rail.	South Jordan, Utah	03/08/2015
	The transportation alternatives are focused on the upper canyon areas (i.e. the ski resorts). Please keep in mind there are many lower canyon users (bikers, hikers, picnickers, climbers, etc) whose activities may be affected by the proposed transportation changes.	South Lake Tahoe, CA South Salt Lake	02/14/2015 05/01/2015
	As in my earlier comment, for the Little Cottonwood Canyon/Park City area, I am very much in favor of alternatives A and B, but I am very much opposed to alternatives C and D. I am opposed to the visual and that environmental impact of the aerial transportation alternative C. I am opposed to alternative D because I am quite certain that long term transportation needs cannot be rectured that alternative A.	South Salt Lake City	03/12/2015
	Again I will mention the system Zion has in place. Buses on existing infrastructure that run with enough frequency that a rider need only ever wait 10 or 15 minutes at the most for a ride. Very convenient.	South Salt Lake, UT	03/05/2015
	I feel this will only inundate our mountains with sound and air pollution. I feel that a train up to Park City would be beneficial, but we should not put a train up Big and Little Cottonwood. Nor should we connect those canyons with the other canyons by train. It would destroy the peace that we have in the mountains. Let's keep our wilderness wilderness.	South Weber	02/05/2015
	Over all we would propose a separate transportation for each side, the Cottonwoods and Park City. It is not shown who is paying for this and how much a family will have to pay to visit any one of the areas.	St. George, UT	03/09/2015
	I adamantly oppose a tunnel, tram, or ski lift connection between the Cottonwood Canyons and Park City/Summit County! See comments in above section. Transportation must be convenient, less expensive than driving, and take less time than driving in order to get people out of their cars. I support having a rapid bus from SLC to PC. It needs to have frequent, convenient connections to additional transit hubs in PC & especially in SLC so that it will be convenient for commuters as well as people going to the airport. I support a light rail or rapid bus in exclusive guideways/lanes on SR 224 & 248. I do not support using a managed lane that might be shared with bicyclists. Such transportation would need to allow for bikes, backpacks, dogs, ski gear, luggage, groceries, etc. I support using a shuttle in Millcreek Canyon, and recommend a similar approach in the Cottonwood Canyons (similar to Zion N.P.) Be bold! Close the canyons to all vehicle traffic, unless specifically permitted. Exemptions could be allowed for residents, and delivery/supply/maintenance vehicles that are necessary. There are already several park & ride lots located in close proximity to these canyons. Such transportation would need to allow for bikes, backpacks, ski gear, luggage, groceries, etc. (BTW, I would support such a method for Main St. in Park City, too) It is imperative to me that more responsibility is taken on the part of resorts & large employers in all the areas to provide shuttles for employees and guests. The major hotels in SLC provide such shuttles for guests to and from the airport. Resorts in the Wasatch front & back should be expected to do the same. These costs can be passed on to users to help alleviate taxpayer burdens for improved transportation. This would also help with the perception that "rich tourists" won't want to ride a bus to their lodges/condos	summit county	02/28/2015
	Yes considering additional, lower impact, alternatives for transportation between the ranges should be explored. I think the rail system would be expensive, take a lot of time to develop and cause more harm than good to the environment and the watershed.	Summit Park, UT	04/16/2015
	The use of high speed aerial tramways (See Leitner Group) up both Cottonwood canyons is the best choice to preserve them. I grew up in both of those Canyons and over that entire Mountain range and I see developers controlling their future and I'm losing hope that the natural beauty will remain for my grandchildren to enjoy other than in pictures of how it use to be.	Syracuse	05/02/2015
	See above comments.	Taylorsville	03/17/2015
	The Blueprint has identified a very good list of alternatives, and I agree with the recommendations on which alternatives to further study and which to eliminate at this time. Further comments: Little Cottonwood Canyon /Park City area corridor: Move ahead with an in-depth study of implementing Bus Rapid Transit (BRT) between SLC and Alta-Snowbird. I also think the Light Rail Transit alternative needs to be evaluated but it will take years to approve, permit, and construct any LRT system, even if just between the mouth of LCC and Alta-Snowbird. A BRT system could be up and running long before a LRT system, and could be phased out if a LRT system is built. While I am not a proponent of alternative # C (a reintroduction of the SkiLink proposal?), it may be necessary to implement this alternative if it is determined the tunnel proposal between Park City and BCC is unfeasible (due to cost, environmental impacts, etc.) as determined by an EIS. Alternative # D should also be evaluated in depth and recommendations implemented sooner rather than later. Mill Creek Canyon: Proceed with a feasibility study for a shuttle bus transit system in the canyon as an option to accessing the canyon via one's automobile. While expanding bus service in Big and Little Cottonwood Canyons may slow the increase in private vehicular traffic within the Tri Canyons area, I believe that it will be necessary to create financial incentives to persuade more people to take public transportation up into the canyons, not only in the winter but also during the rest of the year. To this end, it may be necessary to install pay booths at the mouths of both canyons, as per the mouth of Mill Creek Canyon, and charge a set fee per private vehicle (excluding residents of Alta and other developments in the canyons). This would encourage car-pooling rather than single occupancy trips to the resorts. Revenues collected could go toward funding mass transit, or environmental/recreation programs within the canyons. Furthermore, to further incentivize use of mass transit, resorts could offer a discount on day lift tickets when an individual presents his or her bus ticket at the time of purchase at the resort.	Taylorsville Taylorsville	05/01/2015 03/10/2015
	Just to continue to look into further year treats this will make to environment.		
	An electric rail system, avalanche proof, such as in Zermatt, would be a great improvement in Little Cotton Wood Canyon; however, at what cost for a rail line that is essentially is a four month operation?	Toronto	03/16/2015
	Tourists in the Salt Lake valley, using dead-end rail lines up the canyons. The rail lines are tied together with a rail line on the east bench. This would serve both locals and tourists well, and keep the mountain experience primitive. Primitive should be the mountain brand. The ski resorts exist by the good graces of the public, and therefore should serve the public interest.	Vancouver, BC Washington, D.C.	05/01/2015 05/01/2015
	I don't like the full circulation as demonstrated above	West Bend, WI 53090	04/30/2015
	Rather than set the light rail off for 25 years it would be wise to initiate it now.	west jordan	03/14/2015
	Don't add anything to our mountains.		
	I think the Express bus in Parley's Canyon in mixed traffic would be good for airport to Park City, but light rail from TRAX Blue Line, up Little Cottonwood thru a tunnel to Park City would be even better in adverse weather, and provided the trip frequency were increased. Less hazards on I-80 through Parley's Canyon and less emissions too.	WEST JORDAN	05/01/2015
	I would like to see resort boundaries kept as is. I wish to see no expansion of resort activity in the Cottonwood Canyons.	West Jordan	04/26/2015
	Leave the back country alone, for the skiers skilled enough to find it is the golden treasures of the wasatch Mountains. You dont turn gold for money look where thats good our world	West Jordan	04/09/2015
	Like I said, Light Rail, with the circuit up one, to PC down the other. Repeat after me, Light Rail, Light Rail, Light Rail!	West Jordan	02/05/2015
	There should be an express, non-stop bus scheduled at least 4 times a day, going up and down BCC.	West Jordan	04/30/2015
	WE DONT WANT THIS MOUNTAIN ACCORD! STOP AND LISTEN TO US!	west jordan	03/27/2015
	something other than Trains,tunnels,resort expansion!!!	west jordan	05/01/2015
	Think this through I think you are being RUSHED!!	West Jordan	03/17/2015
	Aerial transportation between Brighton and Park City doesn't make sense for several reasons: 1) It will just be faster to just drive to Park City 2) It will (presumably) require a life ticket and be inaccessible to those who are not willing to pay \$100 to take it 3) It will degrade the wilderness in this area. 4) It will (presumably) be seasonal	West Jordan, UT	02/04/2015
	It seems to me that the assumption is that all people who want access are vehicle operators. I have seen little discussion of public transportation options for the working class or the environmentally concerned individual who chooses not to operate an independent vehicle. In addition, the assumption is that only those who are "recreational skiers" deserve access to the Wasatch range. More discussion the options for hikers or occasional nature appreciators might help this proposal. Are we to assume that only skiers have need for access?	West Jordan, Utah	04/26/2015

	Just add additional parking for us to use the buses and promote the bus transportation more!!!! People still drive alot up the canyon.. how about you consider promoting what we have now more!!	West Jordan0	03/13/2015
	I am not sure what I have seen really fully explains the intent nor does it detail the things that will make it improve.	West Valley City	04/30/2015
	I believe Mountain Accord is negligent to not emphasize active transportation as a viable solution. Roads need room for bikes, bike lanes and ancillary facilities should be made part of overall transportation design and planning.	West Valley City	02/17/2015
	Less is better, the proposal is trying to do less by doing more. It will create more instead. But in reality, just less. No tunnels, no Park City access from Cottonwoods. The Rail is a possibility, clean, smallish foot print, just maybe.	West Valley City	05/02/2015
	Light rail service to canyon destinations for recreation is a most desirable alternative to building highway systems in these scenic canyon ski destinations.	West Valley City	02/12/2015
	Transportation purposes may be met, but the interests of transportation purposes conflict with other interests presented in the blueprint (interests of nature/wildlife). The environment section mentions identifying and protecting key wildlife corridors but how has this transportation system been designed to avoid obstructing or compromising these areas if they haven't yet been identified?	West Valley City	03/13/2015
	see above comments	Weston, MA	02/24/2015
	It doesn't address the daily, two way commute between Summit County and Salt Lake. The existing UTA service costs more per passenger than limo service, runs infrequently, and doesn't get people where they want to be on either end.	Woodland	04/29/2015



**PARK CITY COUNCIL MEETING MINUTES-DRAFT**  
**SUMMIT COUNTY, UTAH,**  
**April 23, 2015**

**Closed Session**

To discuss property, personnel and litigation

**Study Session Housing Agenda Update**

Phyllis Robinson, Public Affairs Manager, Rhoda Stauffer, Housing Specialist and Steve Brown, Consultant, updated Council on the Housing agenda. Discussed the format and level of detail, priorities, and the definition of middle income. Stauffer spoke to the terms of market, middle income, attainable and affordable housing and the chart staff has created to break down the units by subdivision for these categories. Council discussed income qualifying factors.

Robinson spoke to the regulatory tools- housing nexus review, housing resolution update, inclusionary housing plans and compliance. Council member Simpson stated that she feels that in the future with these breakdowns staff/city may want to look at income qualifying. Stating that she still believes in getting longtime employees and longtime residents homes. Council member Matsumoto stated that she would like to also have opportunities for new people to come into the community. Council member Beerman stated that he is interested in looking to have full-time residents living and working in Park City. Council member Matsumoto stated that she likes the lottery ball idea for qualifications. Council member Matsumoto and Simpson stated they were comfortable with looking at a case by case basis. Council member Peek stated that he agrees with the mix of income thresholds and creating a housing ladder with multiple price points. Robinson spoke to the restrictions and the land trust options. Discussed nightly rentals, mixed income thresholds and creating a housing ladder with multiple price points. Council inquired about 1450/60 project. Robinson stated housing staff has been working with planning staff and will bring an update to Council in early June. Council member Henney inquired if there were smaller projects percolating to the top that could be done in tandem with the current projects. He would like to see a breakdown, similar to transportation, of what a ramped up schedule would look like. Mayor Thomas stated that while he shares Council's concern he does respect the process of moving a project through the system. Council member Beerman concurs that he would like to see multiple projects moving through the system simultaneously.

**Regional Transit District & Rural Transportation Planning Organization**

Kent Cashel, Transportation Planning Manager, spoke to the Collaboration of Transportation. Discussed the Joint Transit Advisory Board and how it works. Then spoke to the options of a Regional Transit District and Rural Transportation Planning Organization. Council member Simpson inquired if Council was in favor of going against staff's recommendation. Council concurred with staff that the Regional Transit District is not the way to go for Park City. Cashel stated that this will be his last presentation and he wanted to transfer as much of his knowledge as possible on this subject. Mayor Thomas asked Cashel what his thoughts are on growth. Cashel stated that he is very happy to see the City and the County working together. He feels

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that we can shape the growth but we cannot make it go away. He thanked Council for the efforts they have made over the past year. Cashel reassured Council that Alfred Knotts, newly hired Transportation Planning Manager will be able to jump on the treadmill full force and Cashel will be available in any capacity. He stated that the growth is daunting and is worried that the planning phasing can be moved too quickly to be planned out to the best. Stated that if the Transportation Demand Management plan is not successful then the next step will be roads. Stated that it is going to require nudging from a policy standpoint to curb behaviors. Mayor Thomas thanked Cashel for his service and appreciated his willingness to share his knowledge with Alfred. Council member Beerman asked Cashel what the "One Thing" is to fix the traffic problems. Cashel stated that the "One Thing" is to "Ask Alfred".

### **Work Session**

#### **Council Questions and Comments and Manager's Report**

Council member Henney attended the HPCA board meeting where they were grumbling about paid parking on Main Street. Attended the "Running for Office" Workshop where himself, Mayor Thomas, Mark Harrington, City Attorney and Marci Heil, City Recorder spoke about the upcoming Elections. He spoke to an article that sites Park City for having the largest carbon footprint amongst small towns.

Council member Simpson also attended the "Running for Office" Workshop. Sent a kudos to Summit County for the tri-fold and bi-fold pamphlets regarding off-leash dogs.

Council member Peek had nothing to report.

Council member Beerman stated that he and Ann Ober met with Chris Robinson and Kim Carlson from Summit County Council discussing Mountain Accord where it was overall very positive. Council member Beerman also attended the "Running for Office" Workshop thanking staff and the Park Record for putting this on. As yesterday was Earth Day and he received many emails regarding the article Henney spoke to and feels that is a call to action.

Council member Matsumoto attended the School District Master Planning meeting stating it was a workshop forum where there were breakout groups where they looked at multiple options for the schools.

Mayor Thomas attended the "Running for Office" workshop. There is a U of U School of Architecture school students are presenting there hypothetical designs on affordable housing.

#### **Mountainland Association 2040 Map**

Ober spoke to the Mountainland Association 2040 map stating that it is version 12 and she is seeking feedback. Council stated they would like to see the County lines delineated better. Mayor Thomas and Council member Peek have volunteered to take a deeper look at the map. Council member Beerman inquired about green space. Council member Peek stated that he feels if it is physically built it should be on the map. Ober outlined her plan of action as she will be out of the country for 3 weeks.

#### **Recreation Advisory Board Visioning**

Ken Fisher and the RAB members addressed the Council regarding the RAB visioning report. Fisher outlined the accomplishments- Fitness Park, dog park upgrade and City Park. Fisher outlined the 2015 Work Plan stating that they would like to develop a Recreation Facility Master Plan focusing on 3 areas as the Sports Complex, Clark Ranch parcel and PC MARC. Council

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member Matsumoto stated that she feels that staff and the RAB board work with the school district to coordinate fields and athletic space. Fisher stated that staff, the school district, and Basin Rec have been working together to make sure that all the actions are complimentary. Council member Simpson stated that she is in favor of the Master Plan but would not like to look at the Clark Ranch property for recreation use. Council agreed. Foster stated that this is only a feasibility study to look at land for fields. Council member Simpson stated that she is ok with minimal staff time spent looking at that use but not a ton of time. Council member Beerman would not them to look at Clark Ranch for anything other than an off-leash dog park until the Council has a policy discussion. Council member Peek stated that he does not see Clark Ranch for this use. Council member Henney would also like to have a policy discussion on potential uses.

Fisher spoke to the possible ice arena expansion. Stating that there is a major need for more ice time and stated that the RAB members will play a vital role in engaging the public. Fisher spoke to off-leash parks. Council member Simpson spoke to the relationships with walkers with dogs and bikers with dogs. Council member Peek suggested taking an informal survey of which trails and parks folks are already using.

Fisher spoke to the projects that RAB members would like to complete including the work around the basketball court to clean up the area and the playground shade at Creek Side park.

**2015 Dining on Main Street Program discussion**

Francisco Astorga, Senior Planner, stated that staff comes to Council every year regarding the rental fees for the Dining on Main program. Astorga stated that Planning and Parking have dual recommendations. Parking is looking at charging 100%, Planning staff is looking at a phased approach to reach 100% at the end of the Main Street Improvements stage. Council agreed with the Planning staff recommendation. Astorga also spoke to the lunch dining regulations with restaurants starting at Noon and using Parking Services to monitor the use and if the establishment violates the program requirements 3 times then they would be fined or not be allowed to participate next year.

Mayor Thomas opened the floor for public input.

John Kentworthy thanked Council for the great opportunity he has had serving on the HPB. Stated that on HPB they learned from mistakes and would like to come full circle and learn from past years regarding dining decks. Spoke to the need for parking stating that it is critical and will hurt tenant mix. He feels that parking options are misused and would love to reopen the discussion this winter to look at parking.

**Regular Meeting**

6:00 pm

**I. ROLL CALL-** Mayor Jack Thomas called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, April 23, 2015. Members in attendance were Jack Thomas, Andy Beerman, Dick Peek, Tim Henney and Cindy Matsumoto. Liza Simpson was excused. Staff members present were Diane Foster, City Manager; Matt Dias, Assistant City Manager; Mark Harrington, City Attorney; Marci Heil, City

## **PARK CITY COUNCIL MEETING MINUTES-DRAFT**

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Recorder; Karen Anderson, Deputy City Recorder; Matt Twombly, Project Manager; Francisco Astorga, Senior Planner;

### **II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

There were no communications or disclosures from Council or Staff.

### **III. PUBLIC INPUT (*Any matter of City business not scheduled on the agenda*)**

Charlie Wintzer spoke on behalf of the hearing impaired, reminding Council to speak into the microphones.

Eric Nelson- spoke on behalf of Karen Coleman, stated that she had to spend \$10,000 of her own money because of a decision a prior Council, 14 years ago made. He would request that someone on the Council should contact Karen. His second issue was in regards to vertical zoning at 205 Main Street stating that upper Main Street is turning into a less desirable place to have a business. Spoke to the decision to put the condos in between Imperial and Grappa feeling that it should not have been a staff decision.

Rich Wyman- stated that he has 3 items to discuss. First, he spoke to the dog park stating that he was one of the first people on the citizen's dog park committee stating that for 11 years the park still sits with nothing but dirt and a fence. He approached Ken Fisher and the RAB board who feels that with the shade structures and obstacle course has improved the dog park. Mayor Thomas asked if Council wanted this on a future work session. Council member Peek stated with the amount of band width staff has he feels that the Recreation Advisory Board would be the best board. Council member Henney stated that the concept has traction and he would recommend that Rich keep the discussions going. The second topic Wyman spoke to was Mountain Accord in relation to the train connection. Stating that last night the County Council met where he found out that Wasatch County has pulled out. He also found out that the 27 million in funding was for staff costs and that the funding is coming from a Economic fund from the Governor's office and feels that it is an economic development not a preservation development. Spoke to the comments made at the County Council meeting as well as the comments made during the joint City/County meeting on October 31, 2014. Feels that Council needs to stand up and take a stand like the County Council. Council member Henney feels that it is irresponsible to the Community to take a stand prior to the information gathering phase. Mayor Thomas stated that during that joint meeting the City Council did express "grave concern". Council member Peek stated that during the General Plan meetings Council directed staff to remove the image of a train tunnel. Council member Beerman stated that there are four options that are being passed around currently for public input. Wyman summed it up that he was excited about the Mountain Accord 18 months ago and now with more light shed the Mountain Accord he feels it is about economic development and he would like the Council to take the train off the table and quit wasting time and enacting fear.

Bill Humbert- raised an idea as a member of the leash law task force with Summit County strongly suggesting the Council check out the dog park in Dane County, Wisconsin. When he spoke to the folks in Dane County that they found more traction by calling it a dog exercise area.

### **IV. CONSENT (*Items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon*)**

**PARK CITY COUNCIL MEETING MINUTES-DRAFT**

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1. Consideration of a contract for the McHenry Avenue Re-construction Project awarded to Miller Paving Inc. in the amount of \$421,363.00

**Council member Peek moved to approve the consent agenda  
Council member Henney seconded  
Approved Unanimously**

**V. NEW BUSINESS**

1. Consideration of authorization to proceed with the Main Street Improvements Project and authorize the City Manager to enter into an Addendum #1 to the construction manager at risk (CMAR) contract in a form approved by the City Attorney's Office with Miller Paving Inc. for the Guaranteed Maximum Price (GMP) of Nine Hundred Twenty Three Thousand Three Hundred Ninety Three Dollars. (\$923,393) and waive Parking Fees estimated at Seventy Six Thousand Seven Hundred Ninety Six Dollars (\$76,796).

Matt Twombly, Project Manager, spoke to the Main Street Improvements stating that at the end of this year we will be complete with 52% of the sidewalks. Council member Matsumoto inquired about the length of the project. Twombly stated that it depends on the progress of the Brew Pub lot. Spoke to working with the dining decks. This project would begin May 4th and would install 100 foot stretches of sidewalk following behind Questar Gas improvements. Twombly spoke to the waiver of the parking fees. Council member Peek clarified that this would not impact the design of the Brew Pub lot. Twombly concurred.

**Council member Beerman moved to approve the Main Street Improvements Project and authorize the City Manager to enter into an Addendum #1 to the construction manager at risk (CMAR) contract in a form approved by the City Attorney's Office with Miller Paving Inc. for the Guaranteed Maximum Price (GMP) of Nine Hundred Twenty Three Thousand Three Hundred Ninety Three Dollars. (\$923,393) and waive Parking Fees estimated at Seventy Six Thousand Seven Hundred Ninety Six Dollars (\$76,796).**

**Council member Matsumoto seconded  
Approved Unanimously**

2. Consideration of Approval of Street Dining on Main Leases, in a Form Approved by The City Attorney:
  - a. Cisero's Ristorante, 306 Main Street
  - b. Bistro 412, 412 Main Street
  - c. 501 on Main, 501 Main Street
  - d. Main Street Pizza & Noodle, 530 Main Street
  - e. Bandits' Grill & Bar, 440 Main Street
  - f. Bangkok Thai on Main, 605 Main Street
  - g. the Eating Establishment, 317 Main Street
  - h. Shabu, 442 Main Street
  - i. Flanagan's, 438 Main Street

- j. Silver Restaurant, 508 Main Street

Council member Matsumoto inquired why Silver was on the list as it still has not been approved. Council member Beerman would suggest that they pull item j, Silver, off the list. Council concurred.

**Council member Matsumoto moved to approve the Street Dining on Main Leases, in a Form Approved by The City Attorney:**

- a. **Cisero's Ristorante, 306 Main Street**
- b. **Bistro 412, 412 Main Street**
- c. **501 on Main, 501 Main Street**
- d. **Main Street Pizza & Noodle, 530 Main Street**
- e. **Bandits' Grill & Bar, 440 Main Street**
- f. **Bangkok Thai on Main, 605 Main Street**
- g. **the Eating Establishment, 317 Main Street**
- h. **Shabu, 442 Main Street**
- i. **Flanagan's, 438 Main Street**

**Approved unanimously with the removal of j.**

- 3. Consideration of an Ordinance Approving the Roundabout Condominiums Plat, Located at 300 Deer Valley Loop Road, Park City, Utah. pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney

Francisco Astorga, Senior Planner; stated that the Applicant is requesting a two month extension to finalize the plat. Astorga stated that this is a common practice and within the code it allows for up to a one year extension. Astorga pointed out that the changes are to change limited common to private space and will not change the footprint. Mayor Thomas was concerned that the modification was made after the Planning Commission had reviewed it inquiring why it would not go back to Planning Commission. Blake, Applicant, stated that they are boring down on the current foot print to build a mechanical room under the structure.

Mayor Thomas opened the public hearing. None Closed

**Council member Matsumoto moved to approve an Ordinance Approving the Roundabout Condominiums Plat, Located at 300 Deer Valley Loop Road, Park City, Utah pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney**

**Council member Beerman seconded**

**Approved unanimously with finding of fact 4 amended**

## **VI. ADJOURNMENT**

**Council member Matsumoto moved to adjourn the meeting.**

**Council member Beerman seconded**

**Approved unanimously**



**PARK CITY COUNCIL MEETING MINUTES- DRAFT**  
**SUMMIT COUNTY, UTAH,**  
**May 7, 2015**

**Closed Session**

To discuss Property, Personnel and Pending Litigation

**Work Session**

**Council Questions and Comments and Manager's Report**

Council member Henney attended the Service Awards Dinner and found it very enjoyable. He spoke of the exchange he had with Rich Wyman during last Council meeting and stated he's very supportive of public comments as it is a critical component of the public process. Gave kudos to Matt Abbott for working with Summit Community Power Works to change out bulbs at Jeremy Ranch Elementary where they replaced 2700 light bulbs.

Council member Simpson reminded the Mayor and Council members to speak into the microphones as we are now broadcasting meetings online. Attended the Wild Land fire policy meeting at the Division of Natural Resources in Salt Lake in response to ULCT's request to attend. They are working on legislation to reimburse cities and counties for fires and will be meeting every two weeks; she will send Council meeting notes and asks for feedback. Attended the JTAB meeting which was very productive. Attended the Park City Lodging Association meeting and reports they have a jam-packed schedule for summer; states she is specifically looking forward to the Tour of Utah and mentions the Arts Festival will be July 31<sup>st</sup> – August 2<sup>nd</sup> this year. Reported the NAC is holding a No Barriers Summit July 9-10 and will be bringing in wounded warriors to try out adaptive equipment on trails and do work with horses. Attended the National Day of Prayer at the Christian Center which was well attended and included our fire and police chiefs as speakers as well as Simpson herself.

Council member Beerman attended the Wild & Scenic Film Festival by Summit Lands. Attended the Recycle Utah Fundraiser which had a good turnout. Attended a Mountain Trails board meeting and reports they have lots of events scheduled for the summer and educated on good dog protocol; also addressed trail closures between the city and Vail with the new Gondola going in this summer. Attended the Service Awards dinner, which was outstanding, and congratulates all longstanding employees on their accomplishments. Attended the Mountain Accord presentation at the Chamber Board retreat and reports the public input period for Mountain Accord was completed May 1<sup>st</sup>. A summary will be coming out in the next week as well as a board retreat planned for late May where they will dissect public input. Suggested Council consider discussing the topic in early June to help give feedback for Mountain Accord. Stated we may have a golden opportunity to put in a bike trail with the new power lines going in over by Aerie. Council asked Heinrich Dieters, Sustainability, to look in to putting in a paved trail.

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Council member Matsumoto attended the People's Health and Peace House luncheons stating both were well attended. Attended the Service Award dinner and states she appreciates those who were recognized. Attended the Museum Board meeting and reports today was a free day; there will be another free day next month and again in the fall. Stated she feels it's important we give citizens time for input and asks if Mountain Accord discussions can be put on an agenda as she feels the community is not aware where Council stands on the issue. City Manager Diane Foster states the Interlocal Agreement is on the agenda for May where Council will decide if they want to continue Mountain Accord talks, at which point residents can voice their opinions. Council member Beerman says there will be substantial changes based on public input and feels it's better to wait to have discussions amongst themselves and with the public. Council member Matsumoto feels the missing piece is Council as a group informing the public on where they stand. Council member Simpson agrees with Beerman and Matsumoto and suggests they allow time on the agenda to discuss the Inter Local Agreement. Council member Peek states he would rather hear the new blueprint before Council decides if they wish to continue the Mountain Accord discussion. Foster asks when Council wishes to cover the Inter Local Agreement. Mayor Thomas feels we need to create an opportunity for the public to give their input. Council member Beerman explains there is no stoppage of public input but rather an ongoing cycle of input and adjustments. Mark Harrington questions the timing of the Inter Local Agreement discussion. Council agreed to move the discussion to June following feedback from the Executive Committee, as well as scheduling special meetings with time for public input.

Council member Peek attended the Historic Society meeting this morning; asked Staff for an update on the status of the Rio Grande building. Planner Anya Grahn reports the roof needed to be re-engineered since the trusses were deteriorated. Staff agreed to restructuring of the roof by leaving the gables and replacing the joists and thus were surprised to see the roof gone. Staff followed up with the applicant to know why the gables had to be removed. Council member Matsumoto questioned how Staff will handle the situation if they were removed unnecessarily. Grahn explained there is a financial guarantee in place and the contractor would be required to replicate them stating they reassured Staff that they are doing what they can to preserve as much material as possible, adding that working with old buildings can be tricky because they weren't built to last long or handle heavy loads. Council member Peek feels construction techniques need to be reviewed in addition to the design elements of the Historic District Design Review to ensure an engineer's document doesn't decide the outcome of old buildings. Council member Henney feels it's odd that we went from an agreement with the contractor to being surprised as to what they did. Harrington suggested Staff make it a high priority to look in to what happened. Mayor Thomas reminded Council there is a great deal of discovery when it comes to restoring old buildings and many unknowns can pop up. Council member Peek also attended the Park City Alliance shredding event where documents were shredded and attended the Peace House spring lunch which had great speakers.

Mayor Thomas acknowledged the marriage of Council member Dick Peek last Friday. Attended the Service Award Dinner, which was amazing, as well as the Peace House luncheon.

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Foster spoke to the mistake Staff made where they signed on to the Mountain Pact, which is basically an anti-coal letter, stating it should have come to Council and she apologizes for the oversight.

Planner Francisco Astorga reported Council approved the Dining on Main 2015 and explains why Council is not on a Dining Deck tour as Silver has not confirmed their participation. He states they are not interested in starting until late June.

**2015 City Manager's Recommended Budget: Pay Philosophy**

Brooke Moss, Human Resources, spoke to the current state of recruitment, the economy and challenges Staff is facing filling positions. Moss states unemployment in Utah and Summit County is very low which has everyone struggling to find qualified applicants, which has impacted city services. Council member Henney feels we're not out in front with what's currently going on with the economy. Moss states government entities are delayed in their ability to react unless a situation is desperate and agrees we do have more of a reactive approach, stating we are thinking ahead as much as possible with the budget process restrictions. Foster reports building inspector pay has been moved up a grade due to staffing shortages. Council member Simpson states all employers are struggling to hire. Council member Beerman says he's concerned that simply raising pay will not get us very far, saying he raised pay in his business this year but has fewer applicants than ever. He feels we need to look at transportation and housing as well. Michelle Downard, Building, spoke to how the Building Department handled a shortage of employees.

Moss spoke to the modifications Staff is recommending by explaining midpoint salary rates they use as a guide, stating for us to be competitive we need to pay towards the top of the scale. Council member Matsumoto asks for clarification on how we justify paying a new employee a high-end wage. Moss explains the pay structure to address new hire maximums and overall maximum pay. Council member Simpson states Staff has come up with some good modifications to address critical areas. Moss explains the second modification would alleviate upward mobility pressure. She explains our grades are fairly large and increase every other year by two percent. The grades have become distant enough from each other that it would be prudent to require mid grades, making movement within a pay grade slower. The third modification changes the average from two to six back to one to five and explains these changes will not be seen by employees until next year. Council member Matsumoto asks if these changes benefit hourly employees. Council member Beerman asks if there's a way to reward employees for following city philosophies such as carpooling. Council member Simpson asks about adjusting the housing allowance for inflation. Foster asks if Council is in favor of the modifications and if they want Staff to come back with housing allowance findings, to which Council agreed.

**2015 City Manager's Recommended Budget: Process**

Jed Briggs Budget Operations Manager and Nate Rockwood, Capital Budget, Debt and Grants Manager, and Moss report on the recommended fiscal year 2016 budget, effective July 2016. Briggs states over the next three meetings they will present different aspects of the budget and look to adopt it June 18<sup>th</sup>. Rockwood discusses the FIAR, which are ten-year projections that set the baseline the budget is based on. He discusses the updated sales tax revenue, reporting we've done well despite a poor weather season, which

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indicates the economy is coming back. New building will result in property taxes which allowed them to bump up the FIAR.

Briggs spoke to long-term strategies, stating the budget draws upon Council input and FIAR projections and reminds Council we operate on a two-year budget process with fewer budget requests coming in the off year. The budget consists largely of recommendations from several committees, which are funneled through the City Manager's office, who has final say. Briggs reiterates that operating capital budget requests should be considered during the budget process, which is an important best practice method the city has used for a long time, and that any general fund surpluses are used for capital projects. He mentions a positive factor this year is that the URS retirement contribution requirement dictated by the state did not increase, which rarely happens. Council member Simpson asks if we should be looking at more ways to create parity between tier 1 and tier 2 employees regarding retirement. Moss states they have not yet discussed that but have reached out to other entities for feedback.

Briggs continued by speaking to utility costs, saying the increases they are projecting are modest. Council member Beerman asks if they accounted for the library expansion in regards to utility costs. Briggs says they need to take a harder look at that before the final budget.

Briggs spoke to the expenditures summary, which is all funds combined, and how much they will be increasing from year to year. Rockwood spoke to revenues, explaining they will continue to make adjustments if they see significant changes going in to 2016, reporting things continue to look good. Council member Beerman asks why Ice is down \$100,000 in 2015. Briggs explains Ice was adjusted down due to marketing factors but they will adjust it up before the final budget. Briggs continues by pointing out the spike in revenue from building, planning and engineering fees that help offset costs for grade increases for building inspectors, etc.

Briggs discussed the benefits committee, this being their first year in existence, and their recommendation of 8.7% increase, which would decrease employee deductibles. He clarified Council's questions about the deductibles. Discussed the Cadillac tax, which goes in to effect in 2018, and how it affects employee benefit thresholds. Council member Beerman asked about health plans available for employees to choose from. Moss explained the two plans currently available and that the government does not allow large employers much flexibility but will do so more in the future. Foster explains the decision of the City to absorb the increased cost in health benefits into Full Time Regular grades so the employee is held harmless, which is desirable since all employees are working harder than before due to staff shortages.

Speaking to the dental plan, Briggs reported our broker recommended the city self-fund the plan, which they estimate would save \$50,000/year. Discussed the two percent across-the-board off-year employee pay grade increase, which includes both part and full time employees. He points out this is not a cost of living increase but rather an increase to keep up with the market.

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Briggs discussed the new community development team and salary details for the new community development director position, which will be responsible for managing four departments. Spoke to the building department pay grade increases and how/why they were decided upon. Explained increases are justified through revenue increases and extra work being placed upon the department. Council member Henney asked about the effectiveness of the smaller pay increases for building. George Reid, Building, and Moss explained that even though the increase was small, it was effective in filling positions that were long vacant and also helps with employee retention.

Briggs discussed retirement benefits increases for dispatchers and wage increases for bus drivers, stating dispatch has a high turnover rate and the increase rewards the difficulty of that position; the increase for drivers will help attract more quality employees, fill vacancies and allow us to be more competitive with UTA and the school district. Council member Beerman asks about the new dormitory for transit workers and if it helped with recruitment. Blake Fannesbeck, Public Works, reports it is full and that they are looking for more accommodations. Council member Henney asks for clarification on new hire salary ranges for bus drivers. Council member Beerman asks about offering end-of-year bonuses in transit and if they help with retention. Fannesbeck states they have them and they are fairly effective.

Briggs goes on to state contract employees will receive a two percent increase, which has not been a regular trend for them in the past. Previewed the cost increases recommended for each department by the results team and states more detail will be given May 28th.

In closing, Rockwood pointed out the two innovation challenge projects are included in the adjusted 2015 budget, which is what will be included in what Council adopts today. Foster states because Council is voting to adopt a tentative budget tonight, they don't have to re-adopt the 2015 budget. Rockwood states the capital improvement plan is quite healthy and will be discussed in depth next week.

**Sustainable Tourism**

Matt Abbott introduced Laura Leser, a Park City native and accredited sustainable tourism professional/PhD candidate doing her doctoral thesis work here in Park City. Her doctoral research focuses on sustainable tourism quality control tools, known as sustainability tools. Leser explained sustainable tourism is a continuous process and can be ambiguous, especially for businesses wanting to incorporate sustainability into their business practices. Quality control tools are important in that they allow businesses to measure their sustainability initiatives. Some examples of these tools are sustainable slope programs, rewards and codes of conducts. Globally, businesses are incorporating some tools but do so in a random fashion rather than adhering to a formal approach or certification program. Leser's doctoral thesis aims to generate new insights into the optimization of sustainability tools for Park City businesses. Broadly, she will identify tools used by Park City tourism businesses and exploring why they use them. Her insight will be used to design customized sustainability tools for Park City businesses and help companies implement them. Leser's research consists of two phases. Phase 1 is a scoping phase to create a survey for businesses that she will be administer in the fall. The survey can inform the design and

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implementation for customized tool design. Park City will be the first community to use the design that Leser creates.

Mayor Thomas thanks Leser, wishes her good luck with her research and clarifies for the public that Leser's work is voluntary. Council member Simpson inquired about the survey and recommends Leser aim for October to roll it out, and suggested Leser talk to the Chamber of Commerce to help create incentives for businesses to complete the survey.

**PCMC Facility Interior Lighting Retrofit**

Matt Abbott introduced Bina Skordas as the new energy project manager based out of the Water department. Skordas lives in Salt Lake and comes highly recommended by Humera and EPG consulting firms with a bachelor's degree in science and natural resource conservation from the University of British Columbia.

Skordas discussed the lighting retrofit that will take place in city buildings, which will help us towards obtaining the Georgetown University Energy Prize. She explains LEDs use less power and have a longer life span. They will decrease costs as the biggest portion of current energy costs is lighting and lighting maintenance. City Hall is the priority for the retrofit because it is our flagship building; it will see a return on investment within 30 months, saving \$5,000 a year.

Council member Simpson inquires about sending the old bulbs to the recycling center for lower-income housing. Council member Henney asks why the project is happening in three phases. Abbott explained it's to help maintain organization; in reality, those in charge want the retrofit done as soon as possible, so when it comes to actual rollout it may not happen in phases. Council member Peek asks if the LEDs operate on a lower voltage and if the fixtures have a transformer. Abbott says each fixture has a driver that makes any necessary adjustment. He states the goal is to finish by this project by the end of this fiscal year.

**Regular Meeting**

**I.** ROLL CALL – Mayor Jack Thomas called the regular meeting of the City Council to order at approximately 6 p.m. at the Marsac Municipal Building on Thursday, May 7, 2015. Members in attendance were Jack Thomas, Andy Beerman, Dick Peek, Liza Simpson, Tim Henney and Cindy Matsumoto. Staff members present were Diane Foster, City Manager; Matt Dias, Assistant City Manager; Mark Harrington, City Attorney; Marci Heil, City Recorder; Karen Anderson, Deputy City Recorder; Nate Rockwood, Capital Budget, Debts and Grants Manager; Jed Briggs, Budget Operations Manager; Heinrich Dieters, Trails and Open Space Manager; Blake Fannesbeck, Public Works Director; Anya Grahn, Planner; Kirsten Whetstone Senior Planner, Michelle Downard, Deputy Building Official; George Reid, Building; Francisco Astorga, Senior Planner.

**II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

There were no communications or disclosures from Council or Staff.

**III. PUBLIC INPUT (*Any matter of City business not scheduled on the agenda*)**

Resident Mary Wintzer wished to tell Council her feelings regarding last meeting's public input session. As an observer, she felt uncomfortable and has never seen a more

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combative behavior from a citizen. She agrees with Mayor Thomas when he pointed out that if someone wants to go further than just making a comment, they need to request it be put on the agenda. Council member Peek said he spoke with a citizen upon leaving that meeting who mentioned he didn't feel he could make his comment because of the negative mood. Council member Henney says he's a firm believer in public input, that it's a critical component of the process, and apologizes if he has been disrespectful of the process in the past. Mayor Thomas encouraged the utmost level of civility and respect in all manner of communications from Council, Staff and the public.

Erik Nelson came to discuss 205 Main Street. He feels code was not followed and there was no review from the Planning Commission or City Council, feels a mistake was made by this oversight and says he will talk further about it with Francisco Astorga.

Lynn Ware Peek requested an update from Chief Wade Carpenter regarding the bear. Carpenter reports they lost the trail on Mountain Top at approximately 12:30 this afternoon; thus, a reverse 911 call went out. Carpenter encourages citizens to report any sightings and keep their animals inside until they have further information.

**IV. CONSENT (*Items that have previously been discussed or are perceived as routine and may be approved by one motion. Listed items do not imply a predisposition for approval and may be removed by motion and discussed and acted upon*)**

1. Consideration of a Utility Easement for the Benefit of 2383 Lake View Court.

**Council member Simpson moved to approve the Consent agenda  
Council member Beerman seconded  
Approved unanimously**

**V. PUBLIC HEARING REGARDING THE 2015/2016 CITY MANAGER'S RECOMMENDED BUDGET**

Mayor Thomas opened the public hearing. No comments were made.

**VI. NEW BUSINESS**

1. Consideration of an Ordinance adopting the Tentative 2015/2016 Budget

**Council member Peek moved to approve an  
Ordinance adopting the Tentative 2015/2016 Budget  
Council member Simpson seconded  
Approved unanimously**

2. USSA – 2015 Conduit Financing Refunding Bonds

Nate Rockwood reports the bonds were initially issued in 2007 as a conduit financing for USSA to take advantage of tax exempt bonding ability. The agreement that goes along with the bonds that sets up terms of repayment and liability is placed on USSA; the city is simply the conduit. Rockwood states the terms of the bond will be slightly different but the terms for the city remain the same; they are just refunding

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them to take advantage of cost savings from restructuring. He points out the area where this could affect the City is in regards to bank qualification. However, we are past the ability to do bank qualification due to the sales revenue bond; so as long as the bonds are closed by the end of this calendar year there will be no impact on the City. Council member Matsumoto inquired when the bond will be paid off. Rockwood states they are 20-year bonds. Council member Peek asks if the City is assuming any risk with this bond. Rockwood explains there is no risk involved for the City.

Mayor Thomas opened the public hearing. No comments were made. Mayor Thomas closed the public hearing.

**Council member Simpson moved to approve the  
USSA –2015 Conduit Financing Refunding Bonds  
Council member Beerman seconded  
Approved Unanimously**

3. Consideration of an Ordinance Approving the First Amendment to the Silver Star Plaza Condominium Plat pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney.

Planner Kirsten Whetstone reports the applicant is requesting the amendment to the plat for the purpose of adding an additional existing building and proposed additions, which includes the historic mine tunnel entrance and a future addition. The Applicant requested the building be designated as a commercial condominium unit. Whetstone stated Planning Commission forwarded a positive recommendation to Council to approve this amendment. States the applicant has submitted for an historic district design review. Council member Matsumoto questions the additions to the existing building. Whetstone explains the addition will have to go through the design review process requiring a preservation guarantee. Council member Peek asks for clarification on several aspects of the property and asked if there is any risk for pedestrians accessing the track. Whetstone states she will review to see if there is any risk. Council member Matsumoto states the previous owner did a great job of preserving the mine and doesn't want the building to look new as it does in the pictures in the report, but prefers the original look be preserved. Applicant Alan Long says they will do all they can to preserve the look since that is part of its charm.

Mayor Thomas opened the public hearing. No comments were made. Mayor Thomas closed the public hearing.

**Council member Beerman moved to approve an Ordinance Approving the First  
Amendment to the Silver Star Plaza Condominium Plat pursuant to findings of  
fact, conclusions of law and conditions of approval in a form approved by the City  
Attorney.  
Council member Peek seconded  
Approved unanimously**

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4. Consideration of the 823 Woodside replat pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney.

Senior Planner Francisco Astorga states the purpose of the replat is to remove the lot line going through a historic structure that splits the property.

Mayor Thomas opened the public hearing. No comments were made.

**Council member Simpson moved to approve the replat of 823 Woodside pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney  
Council member Matsumoto seconded  
Approved Unanimously**

5. Consideration of the 205 Main Street Plat pursuant to findings of fact, conclusions of law and conditions of law and conditions of approval in a form approved by the City Attorney.

Mayor Thomas opened the public hearing. No comments were made.

**Council member Beerman moved to continue to May 14, 2015  
Council member Simpson seconded  
Approved Unanimously**

6. Consideration of a Land Management Code Text Amendment for Heber Avenue Subdivision.

Mayor Thomas opened the public hearing. No comments were made.

**No Action Needed – Application Withdrawn**

7. Consideration of an Amended Plat for Fairway Village No. 1 Subdivision pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney.

Mayor Thomas opened the public hearing. No comments were made.

**Council member Peek moves to continue Consideration of an Amended Plat for Fairway Village No. 1 Subdivision pursuant to findings of fact, conclusions of law and conditions of approval in a form approved by the City Attorney to a DATE UNCERTAIN.  
Council member Simpson seconds.  
Approved unanimously**

**VII. ADJOURNMENT**

**Council member Peek moved to adjourn  
Council member Beerman seconded  
Approved unanimously**



# City Council Staff Report

**Subject: WaterSmart Contract Extension**  
**Author: Jason Christensen, Water Resources Manager**  
**Department: Public Utilities Department**  
**Date: June 4, 2015**  
**Type of Item: Administrative**

### Summary Recommendations:

Staff recommends City Council direct the City Manager to execute a change order in a form approved by the City Attorney’s Office with WaterSmart Software to extend the WaterSmart program for three years in an amount not to exceed \$128,450.

### Executive Summary:

Staff is requesting permission to continue service with WaterSmart through a change order.

### Background:

During the May 14, 2015 work session staff presented to Council some of the successes that the City has seen through the WaterSmart Program and discussed possible contract extension. Staff is now returning to request an extension of the WaterSmart contract. As an aside and as discussed on May 14, staff has created a drought mailer that is scheduled to be included with the June 1, 2015 bill and e-bill. Staff has also updated our leak adjustment policy to require signing up for WaterSmart in order to be eligible to receive a credit.

### Analysis:

Staff has negotiated a three year extension to the WaterSmart Software contract. The cost to continue service with WaterSmart including both the customer portal and the Home Water Reports is shown below.

Cost Summary	Fee
Program Continuation Cost (2015/2016)	\$38,250*
Program Continuation Cost (2016/2017)	\$39,398*
Program Continuation Cost (2017/2018)	\$40,579*
Total Cost – Three Years	\$118,227
Additional Services	
Non-Single Family Account Enrollment Reminder Mailing (Annually)	\$1,441* (x3)
June 2015 HWR	\$5,900
<b>Total</b>	<b>128,450</b>

WaterSmart may introduce significant new features during this time period, and there would be additional charges to access these new features if the City so desires. Thus far WaterSmart has been reasonable in determining what is a new feature and what is an enhancement to their existing services. Staff anticipates that this will continue, and that WaterSmart will have an interest in maintaining their relationship with the City.

Because the City is an early adopter of this system and the technology is evolving, staff has negotiated a three year extension. This will allow us a period of price certainty, and will require WaterSmart to compete for our business in the future. On the flip side, if other competitors fail to enter the market, the City will have become accustomed to this product and WaterSmart may not feel competitive pricing pressure. On the whole, staff believes that a three year extension balances these two concerns.

The funding needed to continue service has been budgeted as part of the FY 2014 budget process.

**Department Review:**

This report has been reviewed by the Water and Streets Department, Legal, and the City Manager's Office.

**Alternatives:**

**A. Approve:**

This is staff's recommendation.

**B. Deny:**

If denied, staff would request Council's direction as to continuing the WaterSmart program.

**C. Modify:**

Modifications would be possible.

**D. Continue the Item:**

In order to continue the WaterSmart program, a contract extension must be in place by July 1, 2015.

**E. Do Nothing:**

Staff would request Council's direction as to continuing the WaterSmart program.

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination</b> <b>(Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment</b> <b>(Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities</b> <b>(Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?		<ul style="list-style-type: none"> <li>+ Enhanced water quality and high customer confidence</li> <li>+ Effective water conservation program</li> <li>+ Adequate and reliable water supply</li> <li>+ Reduced municipal, business and community carbon footprints</li> </ul>		<ul style="list-style-type: none"> <li>+ Fiscally and legally sound</li> <li>+ Engaged, capable workforce</li> <li>+ Ease of access to desired information for citizens and visitors</li> </ul>
Assessment of Overall Impact on Council Priority <i>(Quality of Life Impact)</i>	Neutral 	Very Positive 	Neutral 	Positive 
<b>Comments:</b>				

**Funding Source:**

Continuation of this program is currently budgeted in the Water Fund operations budget.

**Recommendation:**

Staff recommends City Council direct the City Manager to execute a change order in a form approved by the City Attorney's Office with WaterSmart Software to extend the WaterSmart program for three years in an amount not to exceed \$128,450.

**City Council  
Staff Report**

**Author:** Adriane Juarez, Library Director  
**Subject:** Library Board Appointments  
**Date:** June 4, 2015  
**Type of Item:** Administrative



**Summary Recommendations:**

Appointment of Jane Osterhaus and Jess Griffiths and reappointment of Jerry Brewer to serve on the Library Board for three-year terms beginning July 2015.

**Executive Summary:**

Staff is recommending the appointment of three members to the Library board. One is a reappointment of a currently serving Library Board member. The other two are new appointments.

**Background:**

Park City Municipal Code and Utah State Code require municipal library board appointments to be made effective July 1. The Library Board must have between five and nine members. All vacancies must be filled by Park City residents. Terms are for 3 years. Members may only serve for two full consecutive terms.

Currently, the Park City Library Board has eight board members. Three of the current board members terms expire on June 30, 2015. One member has reapplied, one member is ineligible to run for another term and one has decided to not serve an additional term. The Library Board is recommending the appointment of three positions to serve beginning July 1 to allow a total of eight board members to serve during this next fiscal year.

In accordance with City policy, ads for the Library Board vacancies ran in the Park Record and were aired on KPCW. Applications for Board positions were available at the Library and on the City & Library web sites. A total of three applications were received.

**Analysis:**

A Library Board subcommittee interviewed the candidates and the full Park City Library Board is recommending a total of three appointments to the Library Board this year that includes the addition of two new members, and one reappointment.

The attached letter (Attachment A) from the Library Board Interview Committee Chair, Alison Butz, describes the qualifications of the following candidates: Jane Osterhaus, Jess Griffiths and Jerry Brewer. Adding these candidates will bring the total of voting board members to eight, as allowed in Library Board bylaws.

**Department Review:**

City Manager, Legal Department, and Recreation Library Team.

**Alternatives:**

**A. Approve the Request:**

Make the appointments to ensure a fully staffed and legally constituted Library Board. The

candidate's applications are attached for your consideration.

**B. Deny the Request:**

Make alternative appointments or reopen the recruitment process.

**C. Continue the Item:**

Utah Code requires municipal library board appointments to be made effective by July 1 each year.

**D. Do Nothing:**

Not an option. Code requirements stipulate timely appointments.

**Significant Impacts:**

Replacement of current Library Board Members will create a strong advisory-body moving forward into a newly renovated building.

**Consequences of not taking the recommended action:**

Library will not have a functioning board by the Utah Code deadline of July 1.

**Recommendation:**

Appoint of Jane Osterhaus, Jerry Brewer and Jess Griffiths to a term of three years to serve on the Library Board.

## Attachment A

May 13, 2015

Mayor Jack Thomas and Park City Council  
Park City Municipal Corporation  
PO Box 1480  
Park City, UT 84060

Honorable Mayor and City Council,

After conducting interviews of the three candidates who applied, the Park City Library Board recommends the addition of all three applicants to the Library Board.

Jane Osterhaus is active in the Park City High School PTO and Community Council. She is seeking additional volunteer opportunities in the community. Jane understands that a good public library is an intergral part of a community and with Park City's unique blend of visitors, locals and seasonal employees needs a library to serve each of these groups. Through her training and profession, Jane has the ability to analyze and use measurements to verify goals and performance along with allowing those numbers to help with future needs and implementation.

Jerry Brewer has served one term as a Park City Library Board Member. Jerry has a desire to give back to the Park City community and views his role on the Board as serving this need. When reviewing policies and procedureds he makes sure we are addressing all patrons and their needs. Jerry is active in Board discussions and often asks the questions that are unasked to make sure the Board is looking at the situation from all perspectives.

Jess Griffiths is relatively new to the community and is broadening his understanding of the services and programs of the library through the eyes of his four year old daughter. Jess understands the key role libraries play in communities and realizes the change and services it can provide to each demographic of the Park City population. Jess is an attorney and volunteers his services to a number of Park City based entrepreneurs. His experience with emerging technologies will assist the Board discussions as the Library looks to future programs and offerings.

The Library Board appreciates your consideration of these applicants to the Park City Library Board. Please contact either Adriane Herrick Juarez or me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Alison Butz". The signature is fluid and cursive, with the first name "Alison" written in a larger, more prominent script than the last name "Butz".

Alison Butz



## City Council Staff Report

**Subject: Elevation Based Surcharge**

**Author: Jason Christensen, Water Resources Manager**

**Department: Water & Streets Department**

**Date: June 4, 2015**

**Type of Item: Administrative**

### **Summary Recommendations:**

Staff recommends Council solicit any public comment related to the creation of a pumping surcharge; such surcharge is scheduled for public adoption on June 18<sup>th</sup>, 2015 as part of the fee code adoption.

### **Executive Summary:**

**Note: The only change in this Staff Report is the Summary Recommendation and Executive Summary. All other text remains the same as the May 18<sup>th</sup>, 2015 staff report.** Staff has prepared an analysis of an elevation based surcharge that would assign unique pumping costs to the customers that create those costs. Council may direct staff to include this elevation based surcharge in the fee code that will be adopted as part of the FY 2016 budget process. In the alternative, Council could decide to continue to spread unique pumping costs across the entire customer base, as is currently the City's practice.

### **Background:**

In a prior Study Session, Council expresses an interest in exploring an elevation-based surcharge to be included as part of the Fee Schedule. Staff engaged Bowen & Collins to calculate what the added cost is to move water uphill in Park City. The resulting study is attached to this staff report and will be discussed further in the Analysis section.

### **Analysis:**

The policy question before Council is whether to change water billing philosophy so that accounts that have a higher cost per unit of water delivered generally pay for those additional costs. Currently those costs are distributed among all rate payers regardless of whether they create that cost or not. Water use in Park City is generally energy intensive. This is attributable to the service elevation range of 6,500 to 10,000 feet. Current operational practice is to move most water into the Boothill tank before moving that water to different end users. This means that water must be pumped from Boothill uphill, except for those users within the Boothill service area that can receive their water by gravity. The higher a service connection the more energy and pumps must be used to service that connection.

Other water utilities that provide service to varying elevations have already adopted pumping based surcharges. Mountain Regional Water Special Service District has a pumping surcharge that ranges from \$0.63 to \$3.07. Jordan Valley Water Conservancy

District has a unique rate for pumped areas that increases the cost per 1,000 gallons by \$0.19 to \$0.33.

Bowen & Collins has completed their study and has identified the following possible pumping based surcharge.

**Total Potential Pumping Surcharge Costs**

**Table 1**

<b>Surcharge Group No.</b>	<b>Surcharge Group</b>	<b>Average Billed Use 2013 - 2014 (kgal)</b>	<b>Power Costs (\$/kgal)</b>	<b>O&amp;M Cost (\$/kgal)</b>	<b>Rehab &amp; Replacement Cost (\$/kgal)</b>	<b>Total All Potential Surcharge Costs (\$/kgal)</b>
1	Boothill	331,797	\$0.00	0	\$0.00	<b>\$0.00</b>
2	Woodside / Neck / Quarry Mtn / Fairway Hills	432,440	\$0.25	\$0.09	\$0.18	<b>\$0.52</b>
3	Oaks / Aerie	60,755	\$0.56	\$0.19	\$0.42	<b>\$1.17</b>
4	Iron Canyon / Sandstone Cove	13,433	\$0.75	\$0.26	\$0.55	<b>\$1.55</b>
5	Silver Lake / Bald Eagle / Flagstaff / Red Cloud	172,309.5	\$1.08	\$0.37	\$0.80	<b>\$2.25</b>
		<b>1,010,734</b>				

A home in Surcharge Group No. 2 that used 30,000 gallons in the summer would see their bill go from \$318 to \$333.60 with the pumping surcharge. A home in Surcharge Group No. 5 would go from \$318 to \$385.50 with the pumping surcharge. Park City is highly variable when it comes to individual water consumption patterns, but as a benchmark half of Single Family Residential accounts used less than 8,000 gallons in July of 2014. Cost curves are provided at the end of this staff report that show how the dollar impact changes with consumption.

Table 1 shows the three costs that could be included in an elevation based surcharge. Those are power costs, operations and maintenance costs, and rehab and replacement costs. If all three of those costs are included water customers would see a surcharge from \$0 to \$2.25 per thousand gallons. This would be on top of the existing consumption charge that starts at \$5.49 to \$8.80 depending on the season and account type. While the option exists to reduce the pumping surcharge by removing one or two of the individual components, staff is recommending that this be approached at the policy level. The policy question being should accounts that create these costs, bear these costs.

Table 1 contains a total of five pumping surcharge groups. The higher the group number, the greater the pumping costs associated with moving water to these

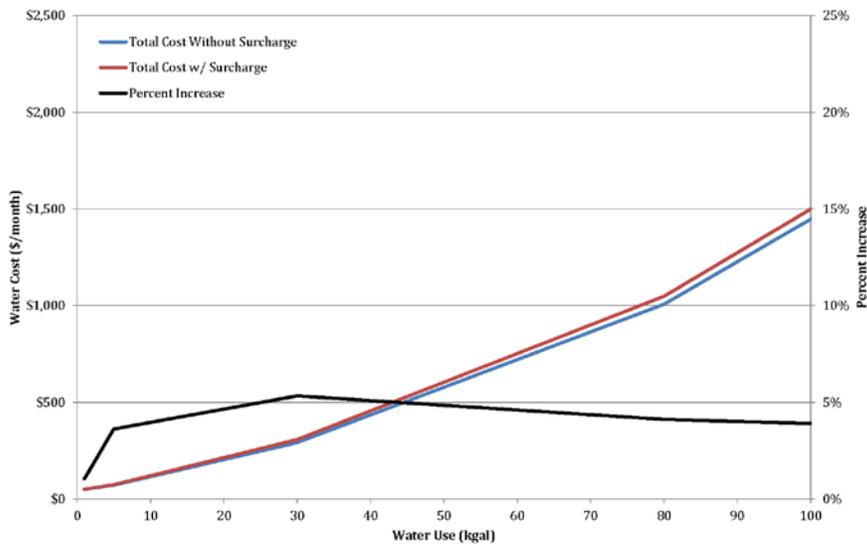
customers. The reason a \$0 charge exists is not because those customers within that zone have no pumping impact, but because the pumping impact that exists is not unique, but is needed by all customers. This type of expense is best recovered through existing connection and use fees.

If an elevation based surcharge is implemented it will reduce or eliminate a general rate increase for FY 16. The exact rate change will be finalized and presented as part of the adoption of the fee schedule currently scheduled for June 4<sup>th</sup>, 2015.

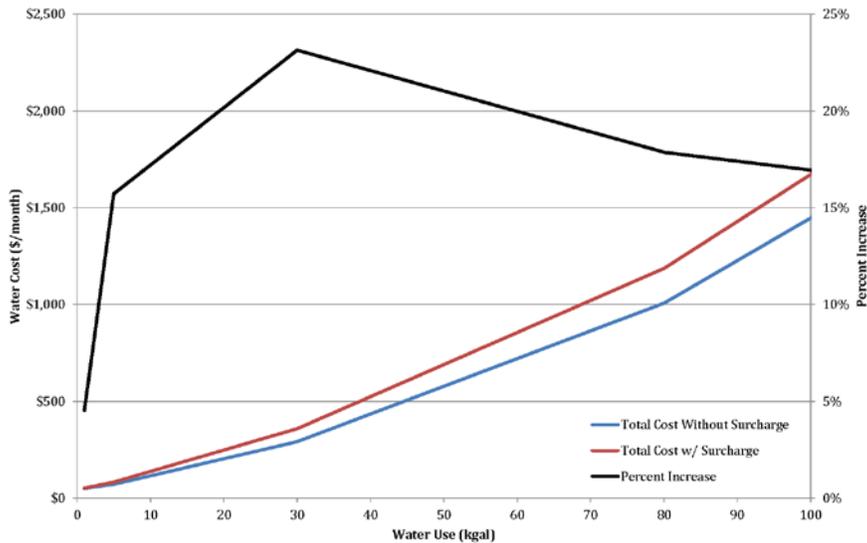
If implemented, the percentage rate increase on a customer will vary by season, and consumption habits. To provide an idea of the impact, two graphs are provided below. The first, figure 5, shows what the impact would be if the full elevation based surcharge was implemented for customers within the lowest non-zero pumping charge group. As the graph shows, the percentage increase varies depending on the amount of water used, but at its highest is slightly over a 5% rate increase.

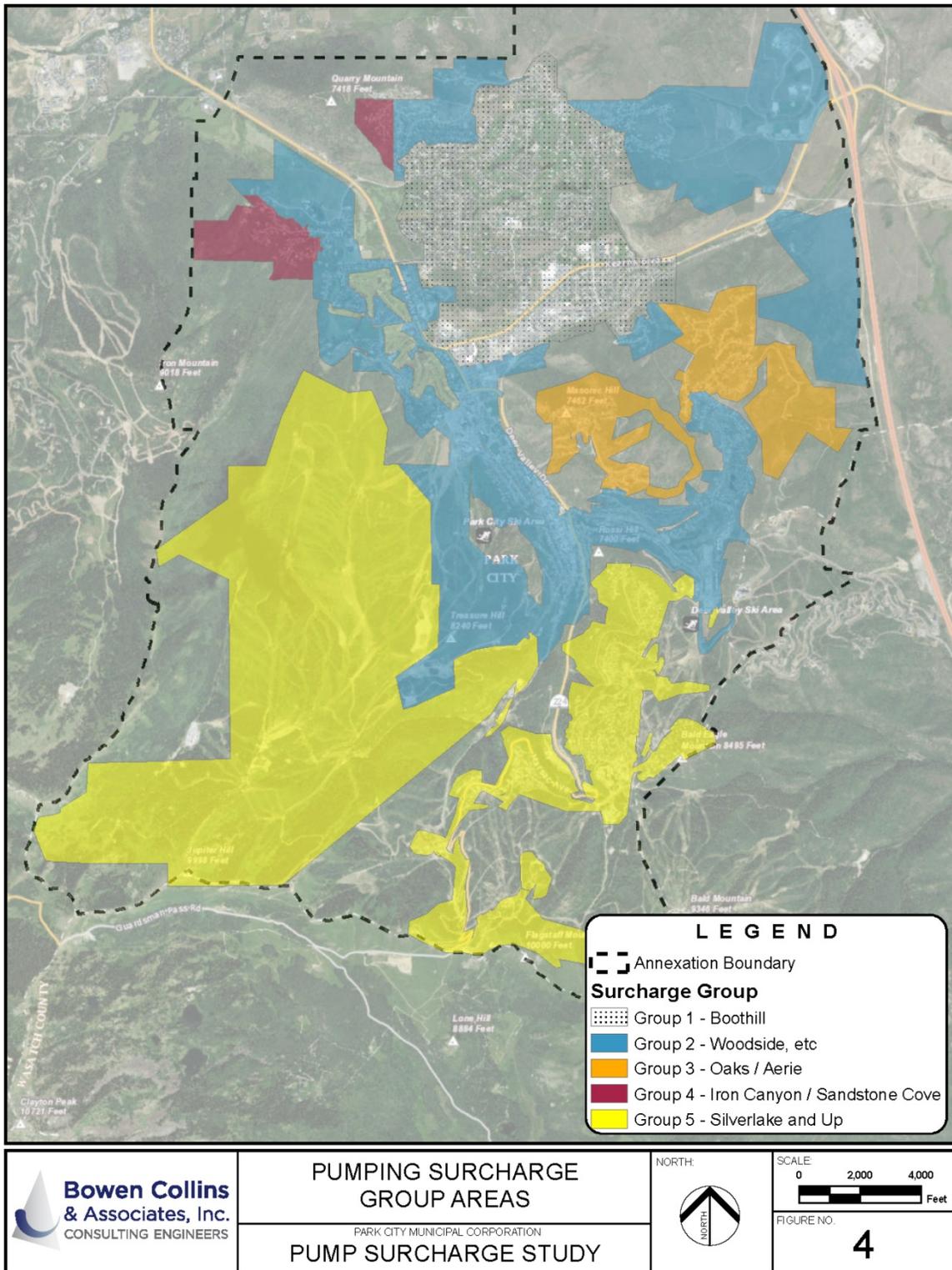
The second, figure 6, shows what the impact would be if the full elevation based surcharge was implemented for those within the highest pumping charge group. Again the percentage varies but approaches 24% at its highest. A 24% increase is likely unexpected but in practice this will more often be felt as a rate increase of around 15%. Should Council wish to give the community more time to adapt to the imposition of an elevation based surcharge, Council could direct staff to delay implementation of this surcharge until January 1, 2016. Doing so would provide time for HOA's and other users to budget for this increase in water costs. On the flip side, doing so will likely require an across the board rate increase to replace the revenue lost during the six months of FY 2016 the rate is not being collected.

**Figure 5**  
**Comparison of Water Cost per Month**  
**With and Without Pumping Surcharge for Surcharge Group 2 Scenario 4**



**Figure 6**  
**Comparison of Water Cost per Month**  
**With and Without Pumping Surcharge for Surcharge Group 5 Scenario 4**





**Attached: Technical Memorandum Pumping Surcharge Study**

**Department Review:**

This report has been reviewed by the Public Utilities, Legal, and the City Manager's Office.

**Alternatives:**

**A. Approve:**

This is staff's recommendation.

**B. Deny:**

Will result in staff proposing an across the board rate increase to meet water funding needs.

**C. Modify:**

Likely will result in a different mix between an across the board rate increase and a pumping based surcharge.

**D. Continue the Item:**

This could delay adopting the 2015 budget, and is not recommended.

**E. Do Nothing:**

Same result as deny.

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination (Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment (Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities (Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?		<ul style="list-style-type: none"> <li>+ Adequate and reliable water supply</li> <li>+ Reduced municipal, business and community carbon footprints</li> </ul>		<ul style="list-style-type: none"> <li>+ Fiscally and legally sound</li> <li>+ Well-maintained assets and infrastructure</li> </ul>
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Neutral 	Positive 	Neutral 	Positive 
<b>Comments:</b>				

**Consequences of not taking the recommended action:**

If Council does not desire an elevation based surcharge, staff will provide a fee code update on June 4, 2015 that provides an across the board rate increase.

**Recommendation:**

Staff recommends Council solicit any public comment related to the creation of a pumping surcharge; such surcharge is scheduled for public adoption on June 18<sup>th</sup>, 2015 as part of the fee code adoption.

## TECHNICAL MEMORANDUM

---

**TO:** Jason Christensen  
Park City Municipal Corp  
P.O. Box 1480  
Park City, UT 84060-1480

**COPIES:** Clint McAfee, Brenda Wilde, Kyle MacArthur, Tena Campbell, BC&A File

**FROM:** Andrew McKinnon, Keith Larson  
Bowen, Collins & Associates  
154 East 14000 South

**DATE:** May 13, 2015

**SUBJECT:** Pump Surcharge Study

**JOB NO.:** 155-15-01

---

### INTRODUCTION

Park City Municipal Corp's water system serves customers between an elevation range of approximately 6,600 feet to 9,100 feet. This requires a large number of booster pumps to provide service to higher elevation areas of the City. The City's current water rate structure currently assumes all pumping costs are distributed uniformly throughout the City. As a result, many of the lower elevation customers in the City currently subsidize the cost of distributing water to higher elevation customers. The City has retained Bowen, Collins & Associates (BC&A) to study methods to calculate pumping surcharges to distribute pumping costs proportionate to pumping use. The purpose of this memorandum is to summarize potential methods to calculate pumping surcharges within the City, develop a model for calculating the surcharges, and calculate recommended surcharges based on available data

### WATER SYSTEM OPERATION

To understand how a booster surcharge might be implemented, it is important to have a basic understanding of how the City's water system is connected. To illustrate this, a schematic of the City's distribution system is included as Figure 1 and a map of major components is included as Figure 2. The schematic illustrates how multiple pressure zones, tanks, and pump stations in the City's water system are connected:

- Black Lines – Indicate large transmission lines identified by City personnel that usually do not have services or hydrants directly connected because of high pressures.
- Green Lines – Indicate connections from booster stations up to higher pressure zones.
- Red Lines – Indicate connections between pressure zones that are connected via pressure reducing valves.
- Blue Lines – Indicate connections between pressure zones with equal or approximately equal pressures that may be opened or closed by City personnel to convey water.

Figure 1 & 2 have been redacted from this public report. If Council wishes to review these items they could be presented during a closed session report.

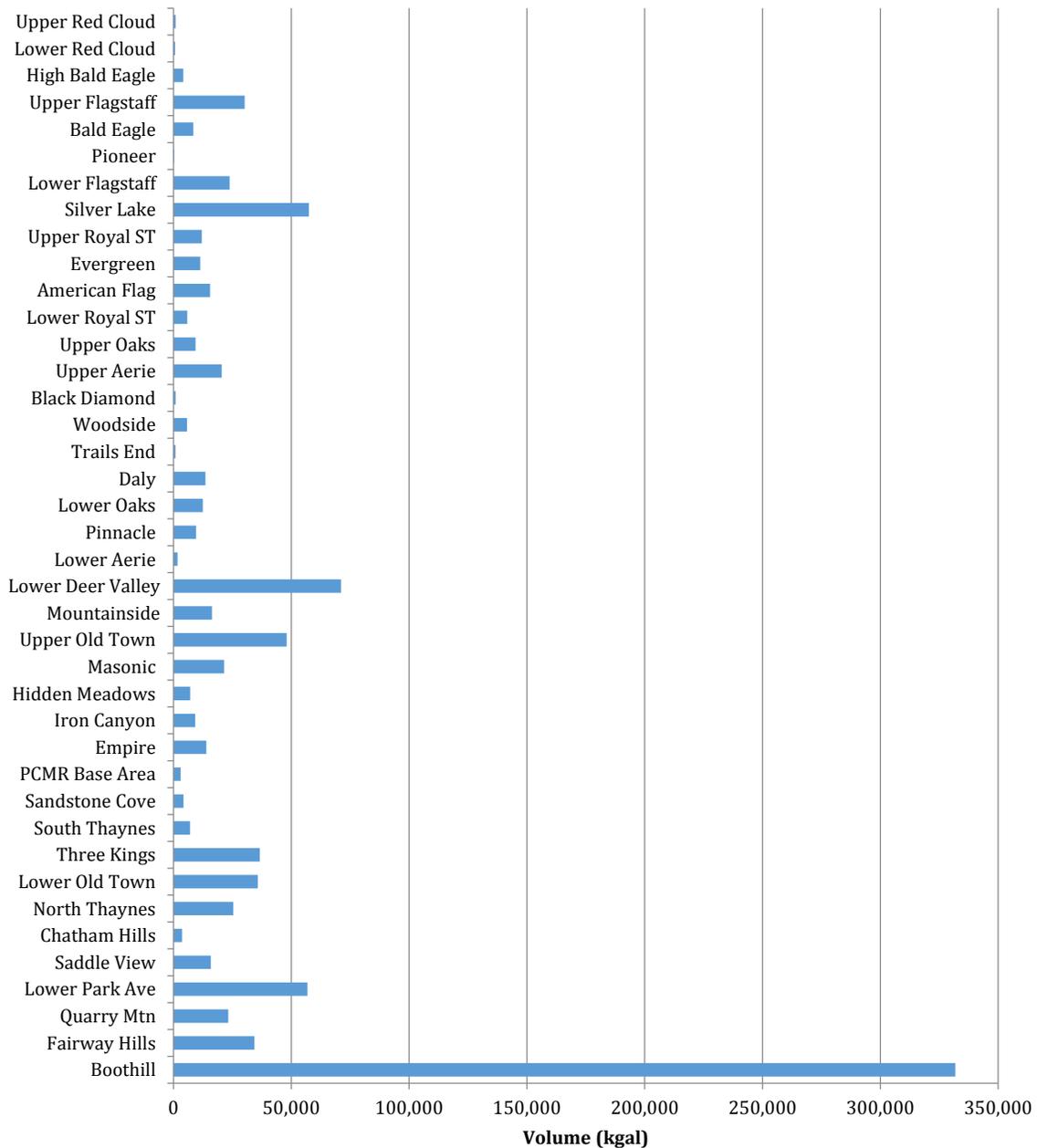
Table 1 and Figure 3 show the approximate distribution of annual demand within the various pressure zones of City.

**Table 1**  
**Distribution of Annual Demand for Fiscal Years 2013 & 2014**

Pressure Zone Number	Pressure Zone Name	Approximate Hydraulic grade of Pressure Zone (ft)	Average Billed Use (Fiscal Year 2013 & 2014)	Average Unbilled Use (Fiscal Year 2013 & 2014)	Percentage of Overall Demand
1	Bald Eagle	8,485	8,405	0	0.7%
2	Silver Lake	8,325	156,831	99,328	12.9%
3	Upper Royal ST	8,175	12,019	0	1.0%
4	Evergreen	8,008	11,358	0	0.9%
5	American Flag	7,900	15,582	0	1.3%
6	Lower Royal ST	7,657	5,883	0	0.5%
7	Trails End	7,502	850	0	0.1%
8	Lower Deer Valley	7,362	135,992	64,883	11.2%
10	Chatham Hills	7,057	3,637	0	0.3%
11	Upper Oaks	7,600	9,369	0	0.8%
12	Lower Oaks	7,445	12,452	0	1.0%
13	Hidden Meadows	7,263	7,121	0	0.6%
14	Upper Aerie	7,592	20,473	0	1.7%
15	Lower Aerie	7,362	1,758	0	0.1%
16	Pinnacle	7,410	9,583	0	0.8%
17	Daly	7,450	13,576	0	1.1%
18	Woodside	7,507	5,744	0	0.5%
19	Upper Old Town	7,330	50,985	2,928	4.2%
20	Empire	7,165	13,972	0	1.1%
21	Lower Old Town	7,130	43,209	7,420	3.6%
22	Lower Park Ave	7,045	58,569	1,676	4.8%
23	Masonic	7,272	21,812	314	1.8%
24	Three Kings	7,145	36,798	176	3.0%
25	South Thaynes	7,145	7,014	0	0.6%
26	North Thaynes	7,065	27,350	2022	2.2%
27	Saddle View	7,045	16,461	618	1.4%
28	Iron Canyon	7,195	9,184	0	0.8%
29	Boothill	6,955	354,674	22877	29.1%
30	Quarry Mtn	7,042	23,244	0	1.9%
31	Sandstone Cove	7,145	4,249	0	0.3%
32	Fairway Hills	7,040	38,339	3990	3.2%
34	Black Diamond	7,508	936	0	0.1%
37	High Bald Eagle	8,655	4,146	0	0.3%
38	Lower Flagstaff	8,335	23,790	0	2.0%
39	Upper Flagstaff	8,511	30,218	0	2.5%
40	Lower Red Cloud	8,940	658	0	0.1%
41	Upper Red Cloud	9,077	964	0	0.1%
42	Pioneer	8,400	384	0	0.0%
48	Mountainside	7,360	16,347	0	1.3%
49	PCMR Base Area	7,145	3,036	0	0.2%
			1,216,964	206,230	100.0%

Average metered use and average metered unbilled use are included in Table 1. Average unbilled use includes meters that the City does not generate revenue through water rates. These include parks, municipal buildings, and other municipal services that the City does not charge a fee. It should be noted that snowmaking demands in the Silver Lake and Lower Deer Valley pressure zones are included as “unbilled”. Water metered through these connection is charged to Deer Valley per a separate agreement. This water will not be included in the pump surcharge calculations.

**Figure 3**  
**Distribution of Average Billed Metered Use by Pressure Zone for Fiscal Years 2013 & 2014**



Note that the Boothill pressure zone (the lowest elevation pressure zone in the City) makes up the largest percentage of use by a single pressure zone.

## **PUMP SURCHARGE GUIDELINES**

This relatively complex water system could have hundreds of potential different surcharge rates depending on how the City wants to implement a surcharge. To keep the surcharges simple enough to be implemented and administered, the City developed the following guidelines for development of the surcharge:

1. **Sources Excluded** – Because most of the City’s sources can be used almost anywhere in the City, sources have been excluded from the surcharge study. City operators are constantly trying to optimize use of sources based on available water rights, proximity, and demand to keep costs low while maintaining adequate service pressure. The cost of producing water can therefore be distributed uniformly throughout the City.
2. **Lowest Elevation Excluded** – Because all water within the City has to be pumped to a minimum elevation of the Boothill tanks, the Boothill pressure zone (Zone No. 29 in Figure 1) will represent the base line for pumping costs in the surcharge study. Surcharges will be calculated based on the additional cost of pumping above this baseline.
3. **Surcharge Groups** –The City already has 40 billing groups within the City associated with different meter sizes, user types, and conservation rates. Because the number of pumping surcharge groups will multiply the number of billing groups, the City would like to limit the number of pumping surcharge groups to keep billing requirements manageable. BC&A identified at least 12 potential surcharge groups based on those areas served by roughly the same pump stations and tanks. However, for the purpose of this study, BC&A further grouped these 12 into 5 surcharge groups that have similar attributes. Methods to develop these groups will be discussed below.
4. **Annual Calculation** – Operation costs for pumping can fluctuate monthly with power bills and actual use. The surcharge calculated as part of this study has used the average operation costs for the 2013 and 2014 fiscal years along with the average annual metered use for the 2013 and 2014 fiscal years. Because pumping costs will be calculated at most once a year using previous year costs or historical average costs, the power surcharge revenue will rarely match exactly with actual power costs. However, the basis for the surcharge should help compensate for actual pumping costs.

## **POWER COSTS**

Because the power costs of sources is being excluded along with any power costs associated with delivering water to the elevation of the Boothill Tanks, only booster station costs within the distribution system will be included in the surcharge calculation. Table 2 summarizes the average annual power costs for pump stations included in the surcharge calculation.

**Table 2**  
**Average Power Cost at Pertinent Pump Stations for Fiscal Years 2013 & 2014**

<b>RMP Meter #</b>	<b>PCMC Description</b>	<b>Service No</b>	<b>Average Annual Power Cost</b>	<b>Average Metered Use for Service Area of Booster (kgal)</b>	<b>Unit Cost (\$/kgal)</b>
28412154	13th Street Pump Station	950089786001	\$2,036	6,981	\$0.29
1266148	Aerie Pump Station	239582187001	\$12,431	31,814	\$0.39
28206761	Bald Eagle Pump Station	150528855001	\$6,026	12,551	\$0.48
35560017	Boothill Pump Station	717442480001	\$108,815	373,086	\$0.29
28502006	Chatham Pump Station	461674276001	\$59,931	416,392	\$0.14
28506957	Daly Pump Station <sup>1</sup>	750357538001	\$58,000	55,629	\$1.04
	Fairway Hills Pump Cost Estimate <sup>2</sup>	NA	\$6,318	38,339	\$0.16
23520916	Redcloud/Flagstaff Pump Station	227328698001	\$13,085	1,621	\$8.07
2992052	Iron Canyon Pump Station	766721142001	\$5,158	9,184	\$0.56
2425054	Last Chance Pump Station	554594887001	\$141,246	216,009	\$0.65
1266149	Quarry Mtn. Pump Station	924928066001	\$4,531	27,492	\$0.16
50815358	Sandstone Cove Pump Station	851048466001	\$1,531	4,249	\$0.36
50908248	Solamere Pump Station	153294925001	\$13,097	28,942	\$0.45
1248135	Woodside Tank & Pump Station	612683585001	\$5,370	3,036	\$1.77
<b>Total Power Costs Included in Surcharge Calculation</b>			<b>\$437,557</b>		

<sup>1</sup> – Rocky Mountain Power billing data was not available for same time period as other data. This power cost was estimated using average monthly costs for available data.

<sup>2</sup> – Cost estimate based on unit cost of Quarry Mountain Pump Station and metered volume for Fairway Hills pressure zone. See additional information below.

Table 2 also includes the Rocky Mountain Power meter number and service number for reference.

### Unit Costs

To aid in the calculation of pump surcharges rates, a unit cost was calculated for each pump station based on the measured use at customer connections served by the pump station. This is the power cost of each pump station divided by the measured use at connections (including metered unbilled use). Note that this is not necessarily the same as the metered use at each pump station. System losses (from hydrant tests, water system leaks, or meter inaccuracy) usually cause measured use at connections to be less than actual production from the pump. Note that because of the complicated interconnectivity of the system in some areas of the City, assumptions for approximate use by various pressure zones were used to estimate pump use. Estimates were checked with Park City operation personnel prior to finalizing surcharge rates.

### Fairway Hills

In general, all of the power costs in Table 2 come directly from Rocky Mountain Power bills for each of the pump stations. The cost indicated for Fairway Hills pump costs, however, is estimated. The Quinn's Water Treatment Plant pumps directly to the Fairway Hills pump station under most

operating conditions. Power costs for pumping to Fairway Hills versus treatment for the whole City are not separated. To estimate the pumping cost for Fairway Hills, the unit cost of pumping calculated for the Quarry Mountain Pump Station was applied to the volume of water metered in the Fairway Hills pressure zone. This approach was used because the lift to deliver water from the Boothill Tanks to the Quarry Mountain Tank is approximately the same as the lift required to deliver water from the Boothill Tanks to the Fairway Hills Tank. Even if power costs to pump directly to Fairway Hills from the Quinn's Water Treatment Plant were available, the power cost would include a higher lift than would be necessary to pump from the Boothill Tanks (contrary to the established surcharge guidelines).

### PRELIMINARY SURCHARGE GROUPS

Based on Figure 1, it is possible to identify the approximate service areas of various pump stations. Based on these service areas, 12 surcharge groups were developed to distribute pumping costs throughout the City based on conveyance requirements. For each surcharge group, the unit costs of each contributing pump station were summed together to get an overall surcharge cost for the group. Table 3 shows the pumping surcharge cost related to power only for each group with projected revenue.

**Table 3**  
**Surcharge Group Costs and Projected Revenue (Power Only)**

Surcharge Group	Pressure Zone Numbers Included in Group	Average Billed Use 2013 - 2014 (kgal)	Power Surcharge Cost (\$/kgal)	Projected Power Revenue (\$/year)
Boothill	29	331,797	0	\$0
Lower Deer Valley	8, 10	74,746	\$0.14	\$10,758
Woodside	17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 42, 48, 49	300,102	\$0.29	\$87,528
Quarry Mountain	30, 32	57,593	\$0.16	\$9,491
Oaks	11, 12, 13	28,942	\$0.60	\$17,263
Aerie	14, 15, 16	31,814	\$0.53	\$17,010
Iron Canyon	28	9,184	\$0.85	\$7,837
Sandstone Cove	31	4,249	\$0.53	\$2,231
Bald Eagle	1, 37	12,551	\$1.28	\$16,039
Silver Lake	2, 3, 4, 5, 6, 7, 34	104,130	\$0.80	\$83,077
Flagstaff	38, 39	54,008	\$1.33	\$72,062
Red Cloud	40, 41	1,621	\$9.41	\$15,248
		<b>1,010,734</b>		<b>\$338,544</b>

Projected revenue in Table 3 is approximately 25 percent less than average power costs indicated in Table 2. The net difference in these costs is primarily a result of pumping requirements needed to deliver water to Park City unbilled meter connections. These connections mostly consist of connections for parks or municipal buildings in the City. Note that two of these "unbilled" meters are actually snow making connections for Deer Valley Resort. The City has separate agreements

with Deer Valley covering these meters. The cost to provide water to all remaining unbilled connections will be distributed uniformly throughout the City and will not be recovered as part of the pump surcharge fee.

### SIMPLIFIED SURCHARGE GROUPS

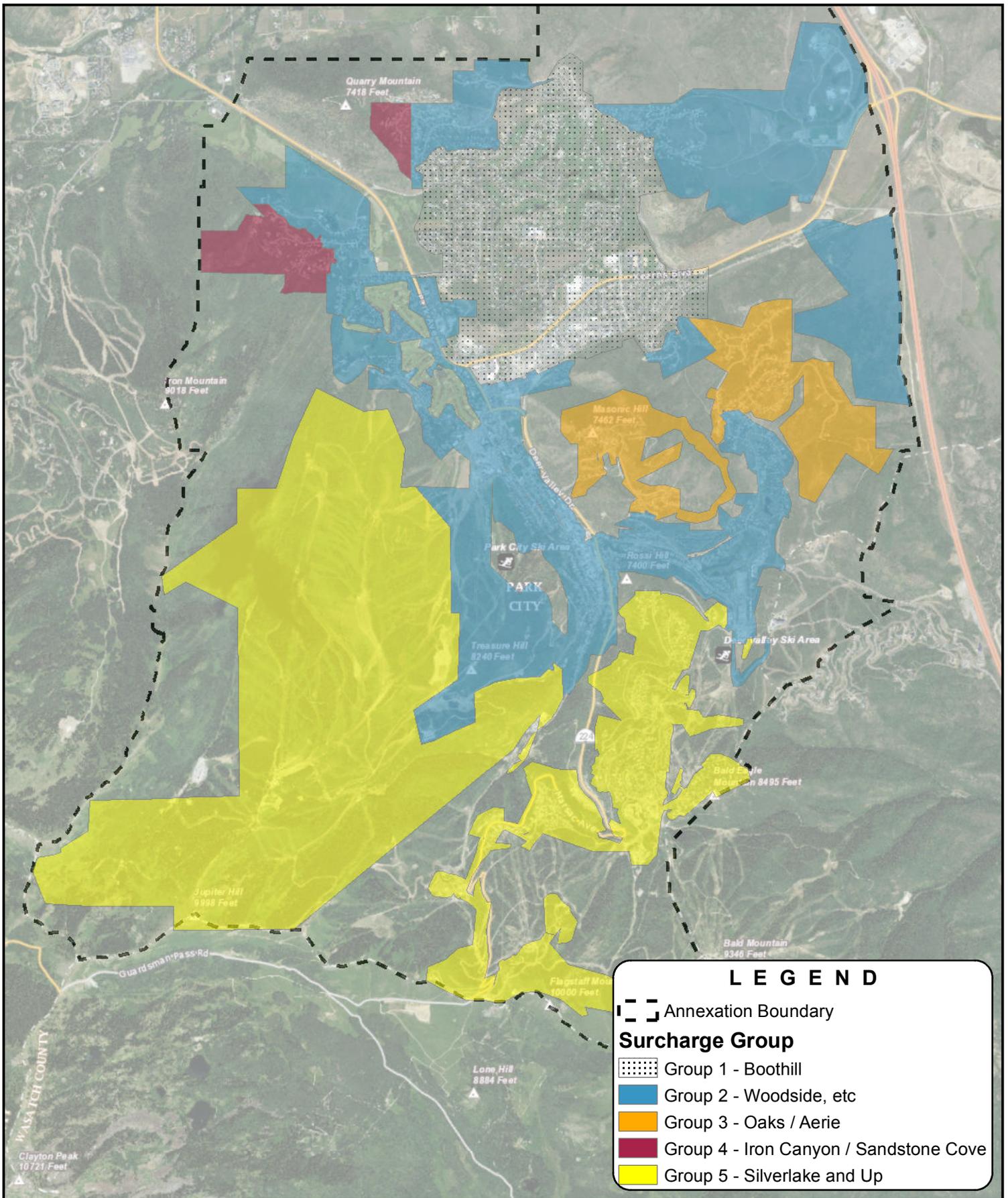
While the surcharge groups identified in Table 3 may represent the most direct method to distribute pumping costs in the City, implementation of the surcharge rates would multiply the complexity of the City's billing system significantly. Figure 4 and Table 4 show simplified surcharge groups based on similar conveyance requirements and attributes.

**Table 4**  
**Simplified Surcharge Group Costs and Projected Revenue**

Surcharge Group No.	Surcharge Group Name	Pressure Zone Numbers Included in Group	Power Costs (\$/kgal)	Average Billed Use 2013 - 2014 (kgal)	Projected Power Revenue (\$/year)
1	Boothill	29	\$0.00	331,797	\$0
2	Woodside / Neck / Quarry Mtn / Fairway Hills	8, 10, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 42, 48, 49, 30, 32	\$0.25	432,440	\$107,777
3	Oaks / Aerie	11, 12, 13, 14, 15, 16	\$0.56	60,755	\$34,273
4	Iron Canyon / Sandstone Cove	28, 31	\$0.75	13,433	\$10,068
5	Silver Lake and Up	1, 37, 2, 3, 4, 5, 6, 7, 34, 38, 39, 40, 41	\$1.08	172,310	\$186,426
				<b>1,010,734</b>	<b>\$338,544</b>

Reasoning for combining the groups in Table 3 are described below:

1. **Boothill** - No change to the Boothill group has been proposed. Boothill is the lowest tank in the system.
2. **Woodside / Neck / Quarry Mtn / Fairway Hills** - Most of this group is only one pump station away from the Boothill pressure zone and power surcharge costs in Table 3 are relatively close to the same for this group.
3. **Oaks & Aerie** - These two groups are both two pump stations away from the Boothill pressure zone and have equivalent elevations and lifts (difference between service tank and source tank).
4. **Iron Canyon & Sandstone Cove** - These two groups are both two pump stations away from the Boothill pressure zone and have equivalent elevations and lifts (difference between service tanks and source tank).
5. **Silver Lake / Bald Eagle / Flagstaff / Red Cloud** - All of these groups require a significant lift compared to other pressure zones in the City (800 feet or 350 psi higher than the next nearest pressure zone).



**LEGEND**

Annexation Boundary

**Surcharge Group**

- Group 1 - Boothill
- Group 2 - Woodside, etc
- Group 3 - Oaks / Aerie
- Group 4 - Iron Canyon / Sandstone Cove
- Group 5 - Silverlake and Up

**PUMPING SURCHARGE GROUP AREAS**

PARK CITY MUNICIPAL CORPORATION

**PUMP SURCHARGE STUDY**

NORTH:

SCALE:

0 2,000 4,000 Feet

FIGURE NO.

4

Note that a typical residential customer will use on-average approximately 8,000 gallons (8 kgal) per month during a year. So the pumping surcharge costs indicated in Table 3 would lead to an average surcharge cost between \$2/month and \$8/month.

## OPERATION MAINTENANCE & REPLACEMENT COSTS

Note that Table 4 only indicates pumping power costs. It does not currently recoup operation, maintenance, and replacement (OM&R) costs for booster stations. Operation and maintenance costs are annual expenses needed to operate and maintain booster stations while replacement costs include a sinking fund needed to rehabilitate or replace booster stations every 20 to 40 years (depending on components). Table 5 shows the estimated OM&R costs for the Park City booster stations identified in Table 2. Included in Table 5 is an estimate of that portion of costs associated with unbilled connections that will not be included in the calculation of the OM&R portion of the pumping surcharge.

**Table 5**  
**OM&R Costs for Booster Stations**

<b>Cost Category</b>	<b>Total Cost per Year (2014 Dollars)</b>	<b>Cost Attributed to Unbilled Connections</b>	<b>Cost to be Recovered by Pumping Surcharge</b>
Operation & Maintenance Cost <sup>1</sup>	\$140,000	\$24,000	\$116,000
Rehabilitation and Replacement Cost <sup>2</sup>	\$300,000	\$51,000	\$249,000

<sup>1</sup> - operation and maintenance costs for pump stations are estimated by Park City O&M personnel.

<sup>2</sup> - rehabilitation and replacement value for pump stations in Table 2 is estimated to be approximately \$12 million with a 40-year life cycle for pump stations.

## SURCHARGE ALTERNATIVES

The previous sections have identified the potential magnitude of a pumping surcharge. With this information, there are a few decisions for the City to make regarding how the pumping surcharged might be implemented:

1. **Total Surcharge Cost.** As discussed above, a pump surcharge could potentially include three components:
  - Pumping power costs
  - Operation and maintenance costs
  - Pump station rehabilitation and replacement costs

The first decision for City policy makers is to determine how many of these factors they wish to include in the surcharge. For a typical residential connection (8,000 gallons/month), pumping surcharge costs for direct power costs only would result in an average surcharge cost of between \$2/month and \$8/month. If full OM&R costs are added, the average monthly surcharge would more than double to between \$4/month and \$20/month.

Table 6 includes a calculation of the surcharge costs by zone for each of the potential cost categories (power, operation and maintenance, and rehabilitation and replacement). For the purposes of this table, all costs have been calculated on a per gallon basis for each zone based on pump use.

**Table 6**  
**Total Potential Pumping Surcharge Costs**

Surcharge Group No.	Surcharge Group	Average Billed Use 2013 - 2014 (kgal)	Power Costs (\$/kgal)	O&M Cost (\$/kgal)	Rehab & Replacement Cost (\$/kgal)	Total All Potential Surcharge Costs (\$/kgal)	Total Projected Revenue
1	Boothill	331,797	\$0.00	0	\$0.00	\$0.00	\$0
2	Woodside / Neck / Quarry Mtn / Fairway Hills	432,440	\$0.25	\$0.09	\$0.18	\$0.52	\$223,977
3	Oaks / Aerie	60,755	\$0.56	\$0.19	\$0.42	\$1.17	\$71,224
4	Iron Canyon / Sandstone Cove	13,433	\$0.75	\$0.26	\$0.55	\$1.55	\$20,922
5	Silver Lake / Bald Eagle / Flagstaff / Red Cloud	172,309.5	\$1.08	\$0.37	\$0.80	\$2.25	\$387,420
		<b>1,010,734</b>					<b>\$703,544</b>

2. **Fixed Cost vs. Variable Cost.** Table 6 calculates surcharges using a volume rate that is proportional to power costs. If this approach were adopted, everyone would pay a surcharge proportional to the volume of water used. This type of approach is most appropriate when an entity is trying to recover costs that vary with water use. Because power costs are generally proportional to volume of use, this seems a reasonable approach for at least the power component of the surcharge. However, OM&R costs may not entirely be attributable to volume of use. Some of these costs are fixed costs and may be more appropriately collected through a monthly base fee (per connection) and not by volume. Because of the complexity of administering a fixed pumping surcharge in combination with a volume charge, the City has opted to use a volume charge for all pumping surcharge costs.

Based on the two variables above, there are 4 probable pumping surcharge scenarios the City could consider.

- Scenario 1 – Power consumption costs only
- Scenario 2 – Power consumption and O&M
- Scenario 3 – Power consumption and rehabilitation & replacement
- Scenario 4 – Power consumption, O&M, and rehabilitation & replacement

Calculated rates for each scenario are summarized in Table 7.

**Table 7**  
**Pumping Surcharge Cost Alternatives**

	<b>Surcharge Group No. 1</b>	<b>Surcharge Group No. 2</b>	<b>Surcharge Group No. 3</b>	<b>Surcharge Group No. 4</b>	<b>Surcharge Group No. 5</b>
<i>Volume Charge (\$/kgal)</i>					
<b>Scenario 1</b>	\$0.00	\$0.25	\$0.56	\$0.75	\$1.08
<b>Scenario 2</b>	\$0.00	\$0.33	\$0.76	\$1.00	\$1.45
<b>Scenario 3</b>	\$0.00	\$0.43	\$0.98	\$1.29	\$1.88
<b>Scenario 4</b>	\$0.00	\$0.52	\$1.17	\$1.55	\$2.25

The impact of these surcharges on individual bills will vary depending on the amount of water used each month. To illustrate the potential impact of the surcharges, Figures 5 and 6 show the relative increase in water costs for Surcharge Group No. 2 and 5 (respectively) using scenario 4 above for a ¾" connection. Note that the changes in slope indicated in the figures are related to the four block rates used by the City to encourage conservation.

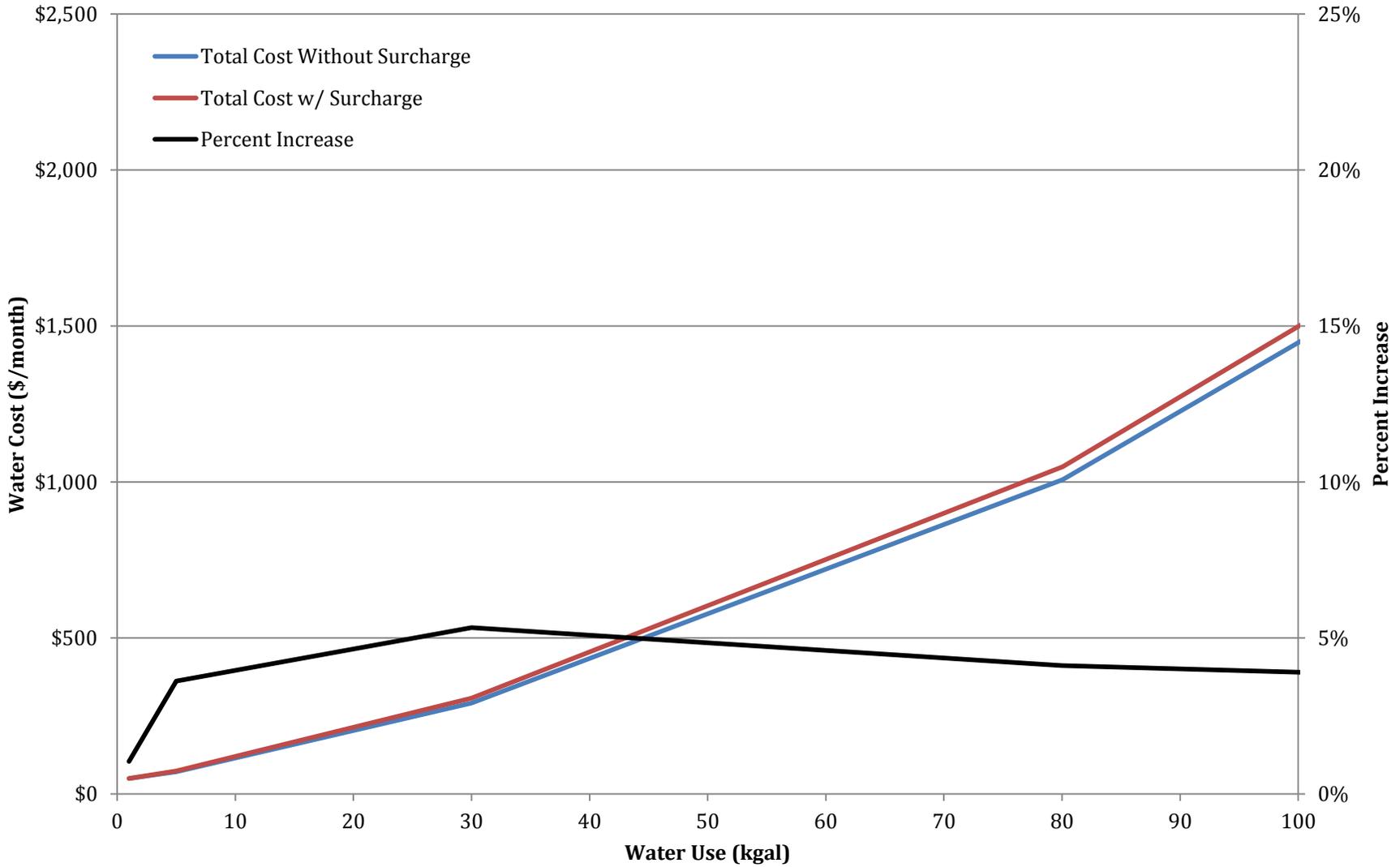
#### **RATE SURCHARGE MODEL**

Because the surcharge will be based on power costs, water use patterns, and other issues that can fluctuate over time, the rate surcharge should be recalculated on a periodic basis. Based on input from City personnel, it is recommended that an update is considered annually just prior to implementation of annual rate changes. To facilitate this annual update, BC&A created a rate surcharge model in Excel format. Included in the appendix of this memorandum is a summary of the data inputs to be updated each year in the calculation of a rate surcharge. Required information in the model includes:

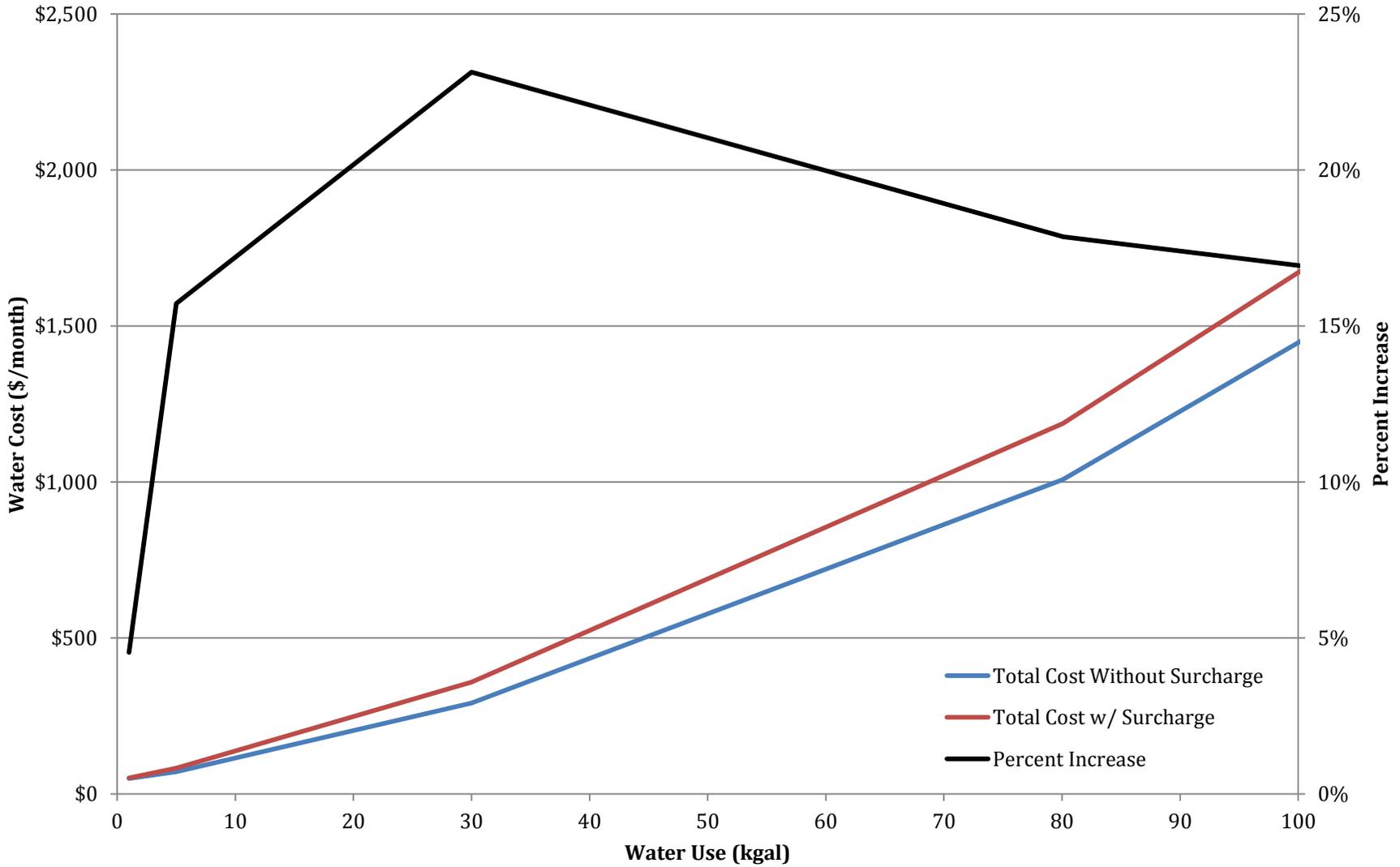
- Annual power cost for each of the City's water pump stations
- Number of billing accounts in each pressure zone
- Annual billed usage by pressure zone
- Annual usage through unbilled meters
- Estimated annual costs for pump station O&M
- Recommended annual rehabilitation and replacement budget

Once this data is entered, the model will calculate corresponding pumping surcharges to be used in the upcoming year. The model includes the four alternative rate surcharge scenarios identified above.

**Figure 5**  
**Comparison of Water Cost per Month**  
**With and Without Pumping Surcharge for Surcharge Group 2 Scenario 4**



**Figure 6**  
**Comparison of Water Cost per Month**  
**With and Without Pumping Surcharge for Surcharge Group 5 Scenario 4**



## CONCLUSIONS AND RECOMMENDATIONS

Based on the pumping surcharge calculations developed as part of this study, a number of conclusions and recommendations are summarized below:

1. **Average Annual Data** – Calculations represented in this memo are based primarily on an average of 2013 and 2014 fiscal year data. Future calculations of the surcharge may be based on an average of historical data or on the previous year. If historical data is used to calculate an average power and operation cost, it is recommended that no more than 3 years be used for surcharge calculations so that the surcharge can keep up with increasing power and operation costs. Because the calculated surcharge will primarily be based on a previous year's annual power costs and annual demand, surcharge revenue will not precisely match actual pumping costs for the year revenue is charged. There is essentially a year lag associated with the pumping surcharge calculation.
2. **Metered Unbilled Connections** – Unbilled meter connections use roughly 25 percent of pumping costs for the facilities included as part of the surcharge. A large portion of this demand is Deer Valley Resort snow. These connections and the other unbilled connections are not included as part of the surcharge calculations.
3. **Surcharge Alternatives**
  - a. **Total Surcharge** – There are several different costs components that could be recovered through a pumping surcharge. The range of surcharge rates may vary between \$2/month to \$20/month (based on an average use of 8,000 gallons/month) depending on which components of the surcharge the City chooses to implement and where a customer resides.
  - b. **Surcharge Alternatives** – Four pumping surcharges have been calculated in association with the memorandum. The options have been based on various iterations of the issues outlined above. Selection of a final alternative for implementation has been left to City decision makers depending on their goals for the surcharge.



**APPENDIX**  
**PUMP SURCHARGE MODEL**

The shaded fields in the tables below correspond to the input fields used in the pumping surcharge model. A preliminary surcharge model was delivered to Park City with this technical memorandum.

**Table A-1  
Power Cost Input**

<b>RMP Meter #</b>	<b>PCMC Description</b>	<b>Rocky Mountain Power Service No</b>	<b>Annual Power Cost*</b>
28412154	13th Street Pump Station	950089786001	\$2,036
1266148	Aerie Pump Station	239582187001	\$12,431
28206761	Bald Eagle Pump Station	150528855001	\$6,026
35560017	Boothill Pump Station	717442480001	\$108,815
28502006	Chatham Pump Station	461674276001	\$59,931
28506957	Daly Pump Station	750357538001	\$58,000
23520916	Redcloud/Flagstaff Pump Station	227328698001	\$13,085
2992052	Iron Canyon Pump Station	766721142001	\$5,158
2425054	Last Chance Pump Station	554594887001	\$141,246
1266149	Quarry Mtn. Pump Station	924928066001	\$4,531
50815358	Sandstone Cove Pump Station	851048466001	\$1,531
50908248	Solamere Pump Station	153294925001	\$13,097
1248135	Woodside Tank & Pump Station	612683585001	\$5,370

\*The annual power cost for each pump station needs to be documented and entered into the shaded fields

**Table A-2  
OM&R Cost Input**

Type of Cost	Annual Cost
Annual O&M Cost for Pump Stations <sup>1</sup>	\$140,000
Annual Rehab / Replacement Fund (2015 Dollars) <sup>2</sup>	\$300,000

1 - This should be the estimated or documented cost of annual O&M for the booster stations identified in Table A-1.

2 - This should be the estimated replacement value of the pump stations indicated in Table A-1 assuming a 40-year life cycle. This value should be escalated to match Inflation (3 percent per year unless otherwise documented).

**Table A-3  
Water Use Input**

Zone Number	Zone Name	Number of Billing Accounts	Annual Billed Useage (kgal)	Annual Unbilled Useage (kgal)
1	Bald Eagle	47	8405	0
2	Silver Lake	277	57503	99328
3	Upper Royal ST	91	12019	0
4	Evergreen	85	11358	0
5	American Flag	57	15582	0
6	Lower Royal ST	32	5883	0
7	Trails End	16	850	0
8	Lower Deer Valley	399	71109	64883
10	Chatham Hills	30	3637	0
11	Upper Oaks	56	9369	0
12	Lower Oaks	103	12452	0
13	Hidden Meadows	43	7121	0
14	Upper Aerie	140	20473	0
15	Lower Aerie	13	1758	0
16	Pinnacle	102	9583	0
17	Daly	333	13576	0
18	Woodside	111	5744	0
19	Upper Old Town	623	48057	2928
20	Empire	276	13972	0
21	Lower Old Town	315	35789	7420
22	Lower Park Ave	77	56893	1676
23	Masonic	29	21498	314
24	Three Kings	70	36623	176
25	South Thaynes	68	7014	0
26	North Thaynes	216	25328	2022
27	Saddle View	57	15843	618
28	Iron Canyon	56	9184	0
29	Boothill	2292	331797	22877
30	Quarry Mtn	142	23244	0
31	Sandstone Cove	22	4249	0
32	Fairway Hills	152	34349	3990
34	Black Diamond	2	936	0
37	High Bald Eagle	22	4146	0
38	Lower Flagstaff	75	23790	0
39	Upper Flagstaff	12	30218	0
40	Lower Red Cloud	5	658	0
41	Upper Red Cloud	7	964	0
42	Pioneer	1	384	0
48	Mountainside	2	16347	0
49	PCMR Base Area	4	3036	0
			1010734	206230



## City Council Staff Report

**Subject:** Special Event Advisory Committee Resolution  
**Author:** Jason Glidden  
**Department:** Sustainability  
**Date:** June 4<sup>th</sup>, 2015  
**Type of Item:** Administrative

### Summary Recommendations:

Council should approve the attached resolution stating the formation of the Special Event Advisory Committee (SEAC).

### Executive Summary

The Special Event Department has been working on a number of projects that will more efficiently manage events taking place in the Park City community. This report is to request Council approve the formation of a Special Event Advisory Committee.

### Acronyms in this Report:

PCMC Park City Municipal Corporation  
SEAC Special Event Advisory Committee  
HPCA Historic Park City Alliance

### Background:

On October 9, 2014, staff facilitated a Study Session with City Council to discuss Special Events in Park City. During that conversation, Council members expressed concerns regarding the impact of events on the Park City community. Discussions centered on finding a “balance” between the positive economic outcomes that events bring to the community, and the negative impacts such as traffic and parking congestion. Additional dialog focused on the growth of community gatherings that have morphed into large-scale events, which has begun to deter local residents from attending.

City Council also discussed possible tools that could be utilized to mitigate event impacts and help to decrease “event fatigue” in the Park City area. These discussions focused on increasing community involvement, and finding a balanced way to evaluate and prioritize the event calendar based on location, timing and size of each event.

On December 4, 2014 Council provided direction and support to implement next steps staff proposed in order to achieve the following goals:

- Reduce event impacts on residential neighborhoods;
- Create a tool for evaluating and prioritizing events;
- Increase community participation in event planning and debriefing; and
- Effectively and efficiently utilize City resources.

Council affirmed a number of next steps to work towards completing these goals. One of the steps was the creation of a Special Event Advisory Committee.

On March 26, 2015, staff returned to Council with additional information including a proposed mission and make-up of the committee. Council directed the Special Events department to move forward with the creation of the SEAC. SEAC's role is purely advisory to City Council and is not in any way mandated by law or ordinance. Members must reside within City limits. They serve at the discretion of Council and are traditionally appointed for a three year term. SEAC will meet on a quarterly basis throughout the year.

SEAC's mission is to provide recommendations to City Council and staff on:

- **Event Threshold** – Provide input of suggested event threshold levels in regards to event types, venue guidelines, and total number of events.
- **Event Resource Assistance** – Make recommendations on the level of City services to be provided to an event.
- **Event Debrief** – Provide information on event performance once the event is complete

#### *SEAC liaisons and appointments*

The following groups/entities will hold seats on the advisory committee:

- Historic Park City Alliance (HPCA)
- Park City Lodging Association
- Park City Area Restaurant Association
- Park City Chamber of Commerce & Visitors Bureau
- Representatives from Vail Resort & Deer Valley Resort
- Mountain Trails Foundation
- Four community at large members

#### **Analysis:**

Staff is proposing that Council interview and select the four at large community members in the next week. Per Council's previous direction, members should be chosen only if they meet the requirements stated in the application (Exhibit B) and the four at large members should represent a cross section of various neighborhood areas throughout Park City. The four at large members should have an understanding of events. While event experience would be preferred, it is not required.

Staff is recommending that there be a staggering of terms of the at large members. Of the four at large members, two should be appointed to two year terms and two members to three year terms.

#### **Department Review:**

Economic Development, Building, Public Safety, Planning, City Manager, Legal, and Special Events departments have reviewed this report.

**Alternatives:**

**A. Approve:**

Council should approve the resolution forming the Special Event Advisory Committee.

**B. Deny:**

Council could choose not to approve the resolution.

**C. Modify:**

Council could choose to modify the resolution.

**D. Continue the Item:**

Council could choose to continue the item and request that staff bring additional information back to Council.

**E. Do Nothing:**

Council could take no action. This would provide not direction to staff.

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination (Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment (Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities (Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?	<ul style="list-style-type: none"> <li>+ Balance between tourism and local quality of life</li> <li>+ Varied and extensive event offerings</li> <li>+ Unique and diverse businesses</li> <li>+ Multi-seasonal destination for recreational opportunities</li> </ul>		<ul style="list-style-type: none"> <li>+ Shared use of Main Street by locals and visitors</li> <li>+ Entire population utilizes community amenities</li> <li>+ Vibrant arts and culture offerings</li> </ul>	<ul style="list-style-type: none"> <li>+ Well-maintained assets and infrastructure</li> <li>+ Streamlined and flexible operating processes</li> <li>+ Ease of access to desired information for citizens and visitors</li> <li>+ Fiscally and legally sound</li> </ul>
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Very Positive 	Neutral 	Positive 	Very Positive 
<b>Comments:</b>				

**Funding Source:**

Special Events and Economic Development.

**Consequences of not taking the recommended action:**

Staff will lack direction on next steps to take to improve special events and reach Council-stated goals.

**Recommendation:**

Council should approve the attached resolution stating the formation of the Special Event Advisory Committee (SEAC).

**EXHIBITS**

**Exhibit A – Resolution**

**RESOLUTION TO APPOINT A SPECIAL EVENT ADVISORY COMMITTEE TO ADVISE THE COUNCIL ON HOSTING EVENTS THAT WILL CREATE A DIVERSE AND WELL BALANCED OFFERING TO THE LOCAL COMMUNITY**

**WHEREAS**, Park City plays hosts to various special events;

**WHEREAS**, Council has a goal to maintain a balanced cultural event offering;

**WHEREAS**, Council has a goal to create a world class multi-seasonal resort economy;

**WHEREAS**, Clear communication and coordination between local non-profits, committees and organizations and the City Council is vital to the overall success and fabric of the Park City community.

**NOW THEREFORE**, be it resolved by the Park City Council as follows:

1. The City Council will appoint an advisory committee, to be referred to as the Special Event Advisory Committee (SEAC), to advise and make recommendations to City Council on special events being permitted within Park City.

2. The SEAC be made up of the following stakeholder groups:

- Historic Park City Alliance (HPCA)
- Park City Lodging Association
- Park City Area Restaurant Association
- Park City Chamber of Commerce & Visitors Bureau
- Representatives from Vail Resort & Deer Valley Resort
- Mountain Trails Foundation

Each stakeholder group will be responsible for providing a representative to sit on the committee.

3. The City Council shall appoint four (4) at large community members to serve on the committee. These community members must reside within City limits, and should not be an active member of the boards or commissions of any of the above mentioned stakeholder groups. The four at large members should represent a cross section of various neighborhood areas throughout Park City. Each at large member shall be appointed to a three year term, although for the initial term 2 members will be appointed for 2 years and 2 members will be appointed for 3 years in order to stagger the appointments. At large members should not be currently serving on the board of any of the stakeholders mentioned above..

This Resolution shall become effective upon adoption, dated this \_\_\_\_th day of June, 2015.

PARK CITY MUNICIPAL CORPORATION

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Mayor Jack Thomas

Attest:

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Marci Heil, City Recorder

Approved as to form:

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City Attorney's Office

**Exhibit B – Application**



**Special Event Advisory Committee**

**At-Large Application Form**

The Mayor and Park City Council are seeking four (4) at-large community applicants for the Special Events Advisory Committee (SEAC).

The SEAC committee members provide recommendations to the City Council regarding events that will create a diverse and well balanced offering to the local community. SEAC will discuss events with regards to citywide carrying capacity and thresholds, levels of recommended city services provided, as well as overall event review and performance evaluation.

SEAC consists of four at-large community members who collaborate with representatives from community groups (for example: Historic Park City Alliance, Mountain Trails Foundation, Park City Chamber of Commerce, Vail Resorts, Deer Valley Resort, Park City Restaurant Association, and Park City Lodging Association).

Those interested in serving on this committee must reside within the city limits of Park City, and should not be an active member of the boards or commissions of any of the above-mentioned community groups. Additionally, they should represent different geographic areas or neighborhoods within Park City. Applicants will be submitting for a three year term. Meetings will be held quarterly, starting in June, 2015.

Applications must be submitted by email to [specialevents@parkcity.org](mailto:specialevents@parkcity.org) or in hard copy format, to the Office of Sustainability, 445 Marsac Ave. Park City, UT. 84060.

Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Street Address: \_\_\_\_\_

Phone: (home) \_\_\_\_\_ (cell) \_\_\_\_\_

1. How long have you lived within Park City limits? \_\_\_\_\_
2. What is your profession and/or involvement in the community? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. What is your experience with special events? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
4. What is your involvement with Park City Municipal Corporation? \_\_\_\_\_  
\_\_\_\_\_
5. Meetings will likely be quarterly during working hours and be approximately 1.5 hours. Are you willing to commit to attending on a regular basis? (Yes) \_\_\_\_\_ (No) \_\_\_\_\_
6. Why are you interested in serving on SEAC? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
7. What specific skills and/or qualities will you bring to the Committee if selected? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. Do you foresee any conflicts of interest you might encounter concerning the recommendation regarding special events? \_\_\_\_\_  
\_\_\_\_\_

Selected applicants will be required to sign an Authorized Release of Information for a background check, which will be conducted by the City. Additionally, all members of the Committee will be required to sign a Disclosure Affidavit and acknowledge the City's Ethics policy referenced in Title 3 –Ethics, of the Park City Municipal Code.



## City Council Staff Report

**Subject:** Be Wise, Energize CDA – Summit County Weatherization Fund  
**Author:** Matt Abbott  
**Department:** Sustainability  
**Date:** June 4, 2015  
**Type of Item:** Administrative

### Summary Recommendations:

Adopt the resolution to include Park City in the Be Wise, Energize CDA.

### Executive Summary:

Summit County has secured \$4.3M in QECB funds to be distributed as a part of their Be Wise, Energize residential weatherization loan fund. In order for citizens to access the loan fund, Park City needs to pass a resolution joining the Be Wise, Energize CDA.

### Acronyms Used:

CDA	Community Development Area
GUEP	Georgetown University Energy Prize
M	Millions
QECB	Qualified Energy Conservation Bonds
SCPW	Summit Community Power Works
WAP	Weatherization Assistance Program

### Background:

As a part of Summit County's carbon reduction goals and in pursuit of the Georgetown University Energy Prize, Summit County has secured \$4.3M QECBs to fund a residential weatherization loan fund. This loan fund is designed to serve residential property owners. Currently, the State of Utah offers the Weatherization Assistance Program (WAP). WAP serves qualified low-income households. Be Wise, Energize is designed to target households that do not qualify for WAP but might not have attractive, alternate funding mechanisms. Summit County is hoping to serve 300 households with these funds.

Summit Community Power Works has four primary initiatives: The LED Switch, The Control Switch, The Comfort Switch, and The Power Switch. The Comfort Switch targets weatherization, or whole home retrofits. A holistic approach to home energy efficiency generates the most significant decreases in home energy consumption and utility bills. Weatherization work also improves indoor air quality and combustion safety. Be Wise, Energize is a significant part of SCPW's The Comfort Switch and our bid to win the Georgetown University Energy Prize.

**Analysis:**

Park City's participation in Be Wise, Energize allows Park City homeowners access to low-interest loans for home weatherization. These are traditional loans. Participation in the CDA has direct upsides for Park City's citizens and no downsides for the City government. This program has almost no impact to PCMC staff and supports the City's and County's carbon emission goals.

**Council Goals**

Participation in Be Wise Energize achieves the following Council-approved objectives from PCMC's Environmental Strategic Plan. There are also economic and social benefits beyond these environmental outcomes.

- Reduce Municipal carbon & greenhouse gas emissions (Objective 1.2)
- Play an active role in environmental community education and outreach (Objective 3.3)
- Ensure the Environmental Sustainability Plan keeps pace with technology, nationwide trends and the community's collective interests (Objective 5.0)

Complete details on Park City's Environmental Strategic Plan are available online:

<http://www.parkcity.org/index.aspx?page=244>

**Department Review:**

Sustainability, Legal, and Executive

**Alternatives:****A. Approve:**

Adopt the resolution to include Park City in the Be Wise, Energize CDA. **(STAFF RECOMMENDATION)**

**B. Deny:**

Deny the adoption of the resolution to include Park City in the Be Wise, Energize CDA. Park City will be excluded from Be Wise, Energize.

**C. Modify:**

Modify the resolution to include Park City in the Be Wise, Energize CDA.

**D. Continue the Item:**

Continue the discussion regarding the resolution to include Park City in the Be Wise, Energize CDA with specific requests or questions.

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination (Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment (Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities (Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?	<ul style="list-style-type: none"> <li>+ Balance between tourism and local quality of life</li> <li>+ Unique and diverse businesses</li> </ul>	<ul style="list-style-type: none"> <li>+ Managed natural resources balancing ecosystem needs</li> <li>+ Effective water conservation program</li> <li>+ Reduced municipal, business and community carbon footprints</li> <li>+ Enhanced conservation efforts for new and rehabilitated buildings</li> </ul>	<ul style="list-style-type: none"> <li>+ Jobs paying a living wage</li> <li>+ Skilled, educated workforce</li> <li>~ Primarily locally owned businesses</li> </ul>	<ul style="list-style-type: none"> <li>+ Fiscally and legally sound</li> <li>+ Engaged, capable workforce</li> </ul>
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Positive 	Very Positive 	Positive 	Positive 
<p><b>Comments:</b> Supporting Be Wise, Energize allows residents and staff to support regional climate goals, energy conservation, and water conservation. This work will decrease our regional carbon footprint and help citizens improve their quality of life.</p>				

**Funding Source:**

Not applicable

**Consequences of not taking the recommended action:**

Residents of Park City will not have access to the \$4.3M in available loan funds for residential energy efficiency improvements.

**Recommendation:**

Adopt the resolution to include Park City in the Be Wise, Energize CDA.

**Attachments:**

- Exhibit A – Be Wise, Energize Draft Resolution
- Exhibit B – Summit County Staff Report – Be Wise, Energize CDA Project Plan
- Exhibit C – Be Wise, Energize Draft CDA Plan

**Exhibit A – Be Wise, Energize Draft Resolution**

Resolution No. 2015-\_\_\_\_  
RESOLUTION OF THE CITY COUNCIL OF PARK CITY, UT  
(THE “CITY COUNCIL”) AUTHORIZING THE SUMMIT COUNTY  
COMMUNITY DEVELOPMENT AND RENEWAL AGENCY TO  
INCLUDE PARK CITY WITHIN THE BOUNDARIES OF THE **BE  
WISE, ENERGIZE** COMMUNITY DEVELOPMENT AREA

WHEREAS, the Summit County Community Development and Renewal Agency (the “Agency”) is in the process of preparing a Community Development Project Area Plan to implement the **Be Wise, Energize** Residential Energy Efficiency Loan Program within the confines of a Community Development Project Area (together, the “**Be Wise, Energize CDA**”); and,

WHEREAS, the Agency desires to implement the **Be Wise, Energize** Residential Energy Efficiency Loan Program throughout Summit County by creating a CDA which is co-terminus with the boundaries of the county; and,

WHEREAS, UCA §17C-1-204(1) provides that “[a]n agency or community may, by resolution of its board or legislative body, respectively, authorize an agency to conduct urban renewal, economic development, or community development activities in a project area that includes an area within the authorizing agency’s boundaries or within the boundaries of the authorizing community if the project area or community is contiguous to the boundaries of the other agency;” and,

WHEREAS, a “community” is defined under UCA §17C-1-102(15) to include a “county, city or town;” and,

WHEREAS, Park City is contiguous to the boundaries of the Agency; and,

WHEREAS, there is no tax increment associated with the CDA; and,

WHEREAS, the City Council finds that consenting to and authorizing the inclusion of the City within the boundaries of the CDA is in the best interests of the citizens of the City;

NOW, THEREFORE BE IT RESOLVED, by the Legislative Body of Park City Municipal Corporation as follows:

1. Pursuant to UCA §17C-1-204, the City Council consents to and authorizes the Agency to include Park City within the boundaries of the **Be Wise, Energize CDA**.
2. The Park City Council supports the concept of residential energy efficiency as set forth in the **Be Wise, Energize CDA** and recognizes that no tax increment shall be involved in the implementation of the **Be Wise, Energize CDA**.

EFFECTIVE DATE. This Resolution shall take effect upon adoption by the City Council.

APPROVED AND ADOPTED this \_\_\_\_\_ of \_\_\_\_\_, 2015.

\_\_\_\_\_  
CITY COUNCIL  
PARK CITY, UTAH

By: \_\_\_\_\_,  
Mayor Jack Thomas

ATTEST:

\_\_\_\_\_  
Marci Heil, City Recorder



**STAFF REPORT**

May 27, 2015

Lisa Yoder, Sustainability Coordinator

**Draft Be Wise, Energize  
Community Development Area (CDA)  
Project Plan**

**BACKGROUND**

A Community Development Area (CDA) or a Summit County Subsidiary Issuing Authority is required by law to issue the \$4.3M Qualified Energy Conservation Bond (QECB) allocation for the purpose of funding the countywide **Be Wise, Energize** Residential Energy Efficiency Loan Program.

A CDA Plan is required to establish a CDA. The CDA Plan defines the project; provides specific description of the boundaries of the proposed project area; and describes the public benefit that is broadly available to Summit County residents. A draft CDA plan must be made available for public input for 30 days prior to review and possible adoption by Council scheduled on July 1, 2015.

Resolution # 2015-12 adopted by Council on May 13, 2015 authorized staff to draft the Be Wise, Energize CDA Plan. The draft CDA Plan is being presented herein for your review.

**CONCLUSION**

The draft CDA Plan has been written by Lisa Yoder, Sustainability Coordinator and Chief Civil Deputy Attorney David Thomas. The draft CDA Plan is ready for the 30 day public input period with a public hearing scheduled for July 1, 2015.

**RECOMMENDATION**

Review and allow circulation of the draft Be Wise, Energize Community Development Project Area Plan for public input.



**BE WISE, ENERGIZE  
COMMUNITY  
DEVELOPMENT PROJECT  
AREA PLAN**

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## Introduction

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The Summit County Community Development and Renewal Agency (the "Agency") of Summit County has established the Be Wise, Energize Community Development Project Area (the "Be Wise, Energize CDA") to promote desirable community development activities. The Be Wise, Energize Community Development Area Plan (the "CDA Plan") qualifies as a green community program for the purpose of issuing low-interest loans to homeowners to reduce residential energy usage, reduce utility costs to homeowners and improve the value of the existing housing stock within the Project Area. The CDA Plan enables county homeowners to reduce their utility costs; and thereby increase both their disposable income and spending power within the local economy, resulting in the creation of additional jobs within Summit County (the "County"). This CDA Plan will guide and control the community development undertakings within the Be Wise, Energize CDA.

This proposal to administer the CDA Plan in the County underwent a careful analysis by the Summit County Council (the "Council"), as well as rigorous review by the Utah Private Activity Bond Review Board, resulting in receipt of a four million three hundred thousand dollar (\$4,300,000.00) Qualified Energy Conservation Bond (the "QECCB") allocation. The proceeds of the QECCB will be utilized to provide below market interest rate loans for energy upgrades to single family homeowners in order to (a) increase energy efficiencies, (b) save on homeowner utility costs, and (c) increase property values of the existing housing stock within the County.

## 1. Recitals of Preconditions for Designating a Community Development Project Area

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- a) Pursuant to the provisions of UCA §17C-4-101(1) of the Limited Purpose Local Government Entities Community Development and Renewal Agencies Act (the "Act"), and following an examination, investigation and negotiation regarding a residential energy efficiency loan program as required by UCA §17C-4-102(1)(a), the governing body of the Summit County Community Development and Renewal Agency (the "Agency") adopted Resolution 2015-12 on May 13, 2015 authorizing the preparation of a community development project area plan (the "CDA Plan").
- (b) It is the intent of the Agency that the Be Wise, Energize CDA be expanded into the boundaries of adjoining municipalities within the County as is provided under UCA § 17C-1-102(15) through a resolution of each city council in accordance with UCA § 17C-1-204.
- (c) Pursuant to the provisions of UCA §17C-4-102(2)(a) and (b), the County and each of its municipalities has a planning commission and general plan as required by law.
- (d) Pursuant to the provisions of UCA §17C-4-102, the Agency selected the Be Wise, Energize Community Development Project Area (the "Be Wise, Energize CDA") hereinafter described comprising all incorporated and unincorporated areas within the geographical boundaries of Summit County, Utah, as set forth in the official records of the Summit County Recorder.
- (e) Pursuant to the provisions of UCA §17C-4-102, the Agency shall conduct one or more public hearings for the purpose of informing the public about the proposed Be Wise, Energize CDA, allowing public comment on the draft CDA Plan and whether the plan should be revised, approved or rejected.

- (f) Pursuant to the provisions of UCA §17C-4-102, the Agency has made a draft CDA Plan available to the public at the Agency's offices during normal business hours, provided notice of the plan hearing and will hold a public hearing on the draft plan on July 1, 2015.

## 2. Definitions

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As used in this Community Development Project Area Plan:

- a) The term "**Act**" shall mean and include the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act in Title 17C, Chapters 1 through 4, Utah Code Annotated 1953, as amended, and such other amendments to the Act as shall from time to time be enacted, or any successor or replacement law.
- b) The term "**Agency**" shall mean the Summit County Development and Renewal Agency as set forth in the Summit County Code, Title 2, Chapter 12, and as further designated by the Legislative Body to act as the redevelopment agency of the County, as a separate body corporate and politic.
- c) The term "**Community**" means the County.
- d) The term "**Legislative Body**" means the County Council of Summit County.
- e) The term "**Loan Service Provider**" means the individual responsible for servicing the low interest loans that are a part of the Program.
- f) The term "**Plan Hearing**" means the public hearing on the draft CDA Plan required under UCA §17C-4-102.

- g) The term **“Program” or “Be Wise, Energize Loan Program”** means the residential energy efficiency loan program as defined in this CDA Plan, as implemented by the Program Administrator within the Project Area.
- h) The term **“Program Administrator”** means the individual responsible for overseeing the Program. The Program Administrator may also be the Loan Service Provider.
- i) The terms **“Project Area” or “Be Wise, Energize CDA”** means the geographic area described in the CDA Plan or draft CDA Plan where the community development set forth in this Project Area Plan will take place.
- j) The terms **“Project Area Plan” or “CDA Plan”** means the written plan that, after its effective date, guides and controls the community development activities within the Be Wise, Energize CDA. In most contexts, the CDA Plan refers to this document and all of the attachments to this document.

### **3. Description of the Boundaries of the Proposed Project Area [17C-4-103(1)]**

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The map of the Be Wise, Energize CDA is attached in the Appendix as Exhibit A and is incorporated herein by this reference. The Project Area is made up of the incorporated and unincorporated areas contained within the geographical boundaries of Summit County, Utah, as set forth in the official records of the Summit County Recorder.

#### **4. General Statement of Land Uses, Layout of Principal Streets, Population Densities, Building Intensities and How They will be Affected by the Community Development [17C-4-103(2)]**

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All land uses, inclusive of population densities and building intensities, within the unincorporated areas of Summit County are more fully set forth in the Snyderville Basin General Plan, the Eastern Summit County General Plan, the Snyderville Basin Zoning Map, the Eastern Summit County Zoning Map, and Summit County Code, Title 10 and Title 11. Each municipalities' land uses, inclusive of population densities and building intensities, are more fully set forth in their city general plans, zoning maps, and land use ordinances. Street layouts for the unincorporated County are more fully set forth in its Class B Road Map on file in the Office of the County Engineer. Street layouts for each municipality are more fully set forth in their individualized Class C Road Maps on file in the Offices of the City Recorder. The activities contemplated by this CDA Plan will have no effect upon the land uses, street layouts, population densities or building intensities within the Be Wise, Energize CDA.

#### **5. Standards Guiding the Community Development [17C-4-103(3)]**

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In order to provide maximum penetration of the Be Wise, Energize Loan Program within the Project Area, and to encourage and obtain the highest quality in energy efficiency home improvements, specific program policies and procedures will be implemented and overseen by the Program Administrator as set forth herein. Each single family detached residential unit in the Project Area will be subject to eligibility requirements of the Be Wise, Energize Loan Program, the International Building Code, the International Fire Code, institutional controls, and other applicable ordinances of the County; and, as required by the Agency.

## **6. How the Purposes of this Title will be Attained by Community Development [17C-4-103(4)]**

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It is the intent of the Agency, with the assistance of a selected Program Administrator and a Loan Service Provider, and voluntary participation of the property owner(s), to facilitate energy efficiency improvements to single family detached homes to reduce residential energy usage and associated utility costs to homeowners. The economic benefits of energy efficiency extend far beyond lowering energy bills for consumers. Efficiency also contributes to economic development and job creation. This enhancement of economic vitality in the Project Area will benefit the long term financial well-being of the County and align not only with the Summit County Council 2015 Strategic Plan for environmental stewardship, but also align to the Governor's 10-Year Strategic Energy Plan for reducing energy consumption.

The purposes of the Act will be attained as a result of the proposed community development within the Project Area by accomplishing the following goals:

- (a) The Provision for Job Growth: An energy efficiency investment creates more jobs than an equivalent investment in either the economy or the utility industry, including utilities which primarily use fossil-fuels. As an example, a \$1 million investment in a building efficiency improvement will initially support approximately 20 jobs throughout the economy. By comparison, the same \$1 million investment in the economy as a whole supports 17 jobs. As of 2010, at least 830,000 jobs related to energy and resource efficiency existed in the United States with an average annual increase projected to be at around 3%.<sup>1</sup>

In addition to the immediate job creation benefits from energy efficiency program investments, another—and greater—job creation benefit of efficiency results from the consumer savings on energy bills. When businesses or households lower their energy costs, they are able to spend the savings elsewhere in the economy, resulting in

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<sup>1</sup> <http://www.aceee.org/blog/2012/09/energy-efficiency-and-economic-opport>

additional jobs. On average, this shift in spending supports 17 jobs per \$1 million compared to the 10 jobs per \$1 million supported through energy generation and distribution.<sup>2</sup>

The training and certification requirements of contractors and new workers to be engaged under the Be Wise, Energize Loan Program will help expand the energy efficiency knowledge base and upgrade installation techniques provided by, but not limited to, the following trades:

- (i) Home Energy Auditors
- (ii) Heating and Ventilating Contractors
- (iii) Insulation Contractors
- (iv) Remodeling Contractors
- (v) Electricians
- (vi) Lighting Contractors
- (vii) Window Installers

Only a reputable, high quality workforce will be employed to execute energy efficiency upgrades to the homes within the Project Area.

Further benefits will consist of increased use of the Intermountain Weatherization Training Center, whose mission it is to train and certify energy efficiency Contractors. These contractors may serve residents of the Project Area who do not choose to participate in the Be Wise, Energize Loan Program, but who nevertheless desire energy efficiency upgrades to their homes.

(b) Increased Property Tax Base: Implementation of the Be Wise, Energize Loan Program in the Project Area will increase the property values of homes from between 6% - 9%.<sup>3</sup> Every dollar spent in energy efficiency upgrades realizes a \$3 dollar increase in

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<sup>2</sup> <http://www.aceee.org/blog/2012/09/energy-efficiency-and-economic-opport>

<sup>3</sup> <http://www.cleanenergyworksoregon.org/blog/energy-upgrades-increase-home-value/>

asset value.<sup>4</sup> All taxing entities within the Project Area will benefit from this increase in taxable value.

## **7. Conformance of the Proposed Community Development to the Community's General Plan [17C-4-103(5)]**

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Summit County government administers and enforces two General Plans within the unincorporated County (i.e., the Snyderville Basin General Plan and the Eastern Summit County General Plan). Both General Plans provide guidance regarding new development. While the Be Wise, Energize Loan Program only applies to existing homes, it is in keeping with the vision of each General Plan as follows:

- (a) Eastern Summit County General Plan: The Eastern Summit County General Plan seeks to “promote proper stewardship of natural resources and address environmental issues of Eastern Summit County.”<sup>5</sup> The Be Wise, Energize Loan Program helps to reduce the demand for natural resources by increasing the energy efficiencies of residential homes. The Eastern Summit County General Plan has as an additional goal to “[e]nsure that development occurs in a manner and location that protects natural resources, including but not limited to pollution prevention, erosion prevention, national forests, crucial wildlife habitat and corridors, agricultural lands, fisheries, water quality, wetlands, scenic view sheds, riparian areas, wildlife and clean air.”<sup>6</sup> The combustion of fossil fuels produces carbon dioxide emissions (CO<sub>2</sub>) that adversely impacts view sheds and air quality. According to the Summit County Greenhouse Gas Road Map (2012), 21% of CO<sub>2</sub> gas emissions in the County comes from residences.<sup>7</sup> The Be Wise, Energize Loan Program will assist in voluntarily decreasing the emissions from the residential sector.

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<sup>4</sup> [http://www.iea.org/publications/insights/ee\\_improvements.pdf](http://www.iea.org/publications/insights/ee_improvements.pdf)

<sup>5</sup> Eastern Summit County General Plan, Chapter 5, Natural Resources/Environmental Quality, Goal 5.1, p.6.

<sup>6</sup> Eastern Summit County General Plan, Chapter 5, Natural Resources/Environmental Quality, Goal 5.1(a), p.6.

<sup>7</sup> Summit County Greenhouse Gas Road Map, 2012, p.8, 9

- (b) Snyderville Basin General Plan: The Snyderville Basin General Plan seeks to “ensure that development does not contribute significantly to the degradation of air quality and minimizes the impacts of wood burning stoves, automobiles or other similar air quality pollutants.”<sup>8</sup> As is the case with the Eastern Summit County General Plan, the Be Wise, Energize Loan Program seeks to reduce CO2 levels by increasing efficiencies in residential homes, thus assisting in the accomplishment of this general plan goal.
- (c) Municipal General Plans: Each of the municipalities’ general plans are not inconsistent with the outcomes of the Be Wise, Energize Loan Program, which result in a voluntary decrease in air pollution through more efficient residential home systems.

The County is dedicated to economic diversification and job growth. This project is harmonious with the County’s goals for economic development and the pursuit of environmental stewardship through reduction of energy usage and associated greenhouse gas emissions.

## **8. Describe any Specific Project or Projects that are the Object of the Proposed Community Development [17C-4-103(6)]**

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The specific purpose of the CDA Plan is to implement the Be Wise, Energize Loan Program, which has as its purpose the issuing of low-interest loans to homeowners in order to allow them to effectuate weatherization upgrades which will (a) reduce residential energy usage (increase energy efficiencies), (b) reduce utility costs to homeowners, and (c) improve the property value of the existing housing stock within the Project Area. This CDA Plan enables county homeowners to voluntarily reduce their utility costs; and thereby increase both their disposable income and spending power within the local economy, resulting in the creation of additional jobs within the County. This CDA Plan will guide and control the community development undertakings within the Be Wise, Energize CDA.

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<sup>8</sup> Snyderville Basin General Plan, Policy 5.19

A key component of the CDA Plan is the acquisition by the County of a four million three hundred thousand dollar (\$4,300,000.00) Qualified Energy Conservation Bond (the "QECB") allocation. The proceeds of the QECB will be utilized to provide below market interest rate loans for energy upgrades to single family homeowners.

## **9. Method of Selection of Private Developers to Undertake Community Development and Identification of Developers Currently Involved in the Process [17C-4-103(7)]**

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There are no private developers required to undertake any community development associated with the Be Wise, Energize Loan Program.

The County will award a contract pursuant to Summit County Code, Title 1, Chapter 16 (Procurement Code) to a Program Administrator and a Loan Service Provider.

Home Energy Auditors, who are certified through either the Intermountain Weatherization Training Center or an agreed upon third party certifier, shall be utilized by the Program Administrator. Home Energy Auditors will be required to apply to the Program Administrator to be added to a list of pre-approved Home Energy Auditors (the "Home Energy Auditors List" or "HEA List"). A Home Energy Auditor from the HEA List shall be dispatched to the residence to perform the energy audit required by the Program.

The Program Administrator shall also keep a list of pre-approved contractors ("Contractors List") from which homeowners may select. Qualifications for contractors to be placed on the Contractors List shall be published by the Program Administrator.

## **10. Reason for Selection of the Project Area [17C-4-103(8)]**

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Residential energy efficiency is a County goal that benefits all residents. Consequently, the Be Wise, Energize Loan Program was determined by the County Council to be a countywide venture, open to all residents of Summit County who qualify.

## **11. Description of Physical, Social and Economic Conditions in the Project Area [17C-4-103(9)]**

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- a) Physical Conditions: The Project Area consists of the geographic boundaries of Summit County, inclusive of all municipalities who have authorized inclusion into the Be Wise, Energize CDA by resolution pursuant to UCA §17C-1-204. . The County, established in 1853, encompasses approximately 1,871 square miles of land. The County had approximately 38,486 residents in 2013 according to the U.S. Census Bureau (which ranks the County as the 10<sup>th</sup> most populous county in the State of Utah out of 29 counties). The County seat is Coalville City. The County maintains a website that may be accessed at <http://www.co.summit.ut.us>.
- b) Social Conditions: The Project Area contains all of the existing residential, commercial, rural and urban land in Summit County. The social conditions are that of a vibrant population residing in the County.

c) Economic Conditions: The economy of Summit County is healthy and vibrant. The largest employers within Summit County are as follows:

<u>Firm</u>	<u>Business</u>	<u>Employees</u>
Deer Valley Resort.....	Arts, entertainment and recreation	2,000–3,000
Park City Mountain Resort (1).....	Arts, entertainment and recreation	1,000–2,000
The Canyons (2).....	Arts, entertainment and recreation	1,000–2,000
Park City School District.....	Education services	650–1,400
Montage Hotels & Resorts.....	Accommodations and food services	500–1,000
Stein Eriksen Lodge.....	Accommodations and food services	500–1,000
Park City.....	Public administration	340–800
Backcountry.com Inc. ....	Retail trade	250–500
CFI Resorts Management .....	Real estate and rental and leasing	250–500
Park City Surgical Center .....	Health care and social assistance	250–500
Resort Express, Inc. ....	Transportation and warehousing	250–500
Triumph Gear Systems .....	Manufacturing	250–500
Summit County.....	Public administration	150–350
All Seasons Resort Management .....	Real estate and rental leasing	100–250
Dakota Mountain Lodge.....	Accommodation and food services	100–250
High West Saloon, Inc. ....	Accommodation and food services	100–250
Hotel Park City.....	Accommodation and food services	100–250
Jans Ltd.....	Retail trade	100–250
Marriott Park City.....	Accommodation and food services	100–250
Skullcandy Inc. ....	Manufacturing	100–250
Smith’s Food & Drug Centers .....	Retail trade	100–250
Talisker Club LLC.....	Arts, entertainment and recreation	100–250
The Home Depot.....	Retail trade	100–250
US Ski and Snowboard Assoc. ....	Other services	100–250
Utah Athletic Foundation.....	Arts, entertainment and recreation	100–250
Wal Mart.....	Retail trade	100–250
Whole Foods.....	Retail trade	100–250

(1) Purchased by Vail Resorts.

(2) Operated by Vail Resorts.

(Source: Utah Department of Workforce Services. Updated September 2014, information as of March 2014.)

Further economic information is provided below:

## Employment, Income, Construction, And Sales Taxes Within Summit County And The State of Utah

### Labor Force, Nonfarm Jobs and Wages within Summit County

	Calendar Year (1)						% change from prior year				
	2013	2012	2011	2010	2009	2008	2012-13	2011-12	2010-11	2009-10	2008-09
Civilian labor force.....	23,208	22,526	22,073	21,935	22,482	22,189	3.0	2.1	0.6	(2.4)	1.3
Employed persons.....	22,296	21,394	20,729	20,286	20,813	21,506	4.2	3.2	2.2	(2.5)	(3.2)
Unemployed persons.....	912	1,132	1,344	1,649	1,669	683	(19.4)	(15.8)	(18.5)	(1.2)	144.4
Total private sector (average).....	20,770	20,114	19,345	18,191	18,265	20,259	3.3	4.0	6.3	(0.4)	(9.8)
Agriculture, forestry, fishing and hunting.....	59	69	57	48	42	46	(14.5)	21.1	18.8	14.3	(8.7)
Mining.....	78	83	54	69	86	90	(6.0)	53.7	(21.7)	(19.8)	(4.4)
Utilities.....	45	48	50	51	53	49	(6.3)	(4.0)	(2.0)	(3.8)	8.2
Construction.....	1,177	1,075	1,065	1,336	1,638	2,362	9.5	0.9	(20.3)	(18.4)	(30.7)
Manufacturing.....	777	810	767	637	606	597	(4.1)	5.6	20.4	5.1	1.5
Wholesale trade.....	245	243	227	219	217	224	0.8	7.0	3.7	0.9	(3.1)
Retail trade.....	3,416	3,334	3,286	3,152	3,080	3,438	2.5	1.5	4.3	2.3	(10.4)
Transportation and warehousing.....	379	342	314	312	291	323	10.8	8.9	0.6	7.2	(9.9)
Information.....	281	252	252	234	234	243	11.5	0.0	7.7	0.0	(3.7)
Finance and insurance.....	391	381	370	382	414	429	2.6	3.0	(3.1)	(7.7)	(3.5)
Real estate, rental and leasing.....	1,284	1,158	1,167	1,099	1,041	1,193	10.9	(0.8)	6.2	5.6	(12.7)
Professional, scientific, and technical services.....	983	853	721	668	708	749	15.2	18.3	7.9	(5.6)	(5.5)
Management of companies and enterprises.....	98	115	92	95	103	115	(14.8)	25.0	(3.2)	(7.8)	(10.4)
Admin., support, waste mgmt., remediation.....	781	738	733	691	748	827	5.8	0.7	6.1	(7.6)	(9.6)
Education services.....	329	354	341	318	317	332	(7.1)	3.8	7.2	0.3	(4.5)
Health care and social assistance.....	1,078	991	887	811	647	608	8.8	11.7	9.4	25.3	6.4
Arts, entertainment and recreation.....	3,233	3,134	3,011	2,781	2,607	2,670	3.2	4.1	8.3	6.7	(2.4)
Accommodation and food services.....	5,540	5,589	5,392	4,729	4,889	5,449	(0.9)	3.7	14.0	(3.3)	(10.3)
Other services.....	635	595	595	587	574	551	6.7	0.0	1.4	2.3	4.2
Unclassified establishments.....	0	0	4	5	0	0	-	-	(20.0)	-	-
Total public sector (average).....	2,612	2,552	2,531	2,490	2,490	2,457	2.4	0.8	1.6	0.0	1.3
Federal.....	56	61	63	91	74	71	(8.2)	(3.2)	(30.8)	23.0	4.2
State.....	159	158	157	160	165	167	0.6	0.6	(1.9)	(3.0)	(1.2)
Local.....	2,397	2,334	2,311	2,239	2,251	2,219	2.7	1.0	3.2	(0.5)	1.4
Total payroll.....	\$ 854,000,000	\$ 817,000,000	\$ 766,308,669	\$ 710,873,780	\$ 675,591,721	\$ 751,213,763	4.5	6.6	7.8	5.2	(10.1)
Average monthly wage.....	\$ 3,043	\$ 3,003	\$ 2,919	\$ 2,865	\$ 2,713	\$ 2,756	1.3	2.9	1.9	5.6	(1.6)
Average employment.....	23,382	22,666	21,877	20,681	20,755	22,716	3.2	3.6	5.8	(0.4)	(8.6)
Establishments.....	2,429	2,334	2,301	2,307	2,372	2,397	4.1	1.4	(0.3)	(2.7)	(1.0)

(1) Utah Department of Workforce Services.

## Employment, Income, Construction, And Sales Taxes Within Summit County And The State of Utah--continued

### Personal Income; Per Capital Personal Income; Median Household Income within Summit County and State of Utah (1)

	Calendar Year						% change from prior year				
	2013	2012	2011	2010	2009	2008	2012-13	2011-12	2010-11	2009-10	2008-09
<b>Total Personal Income:</b>											
Summit County.....	\$ 3,177,339,000	\$ 2,944,020,000	\$ 2,784,113,000	\$ 2,503,405,000	\$ 2,356,974,000	\$ 2,523,584,000	-	5.7	11.2	6.2	(6.6)
State of Utah.....	\$ 106,288,727,000	102,464,241,000	96,365,235,000	90,021,496,000	88,273,445,000	91,190,532,000	3.7	6.3	7.0	2.0	(3.2)
<b>Total Per Capita Personal Income:</b>											
Summit County.....	82,558	77,468	74,392	68,598	65,767	71,634	-	4.1	8.4	4.3	(8.2)
State of Utah.....	35,430	35,430	34,173	32,472	32,412	34,265	0.0	3.7	5.2	0.2	(5.4)
<b>Median Household Income:</b>											
Summit County.....	81,907	84,672	85,221	74,535	73,769	79,698	-	(0.6)	14.3	1.0	(7.4)
State of Utah.....	59,715	57,067	55,802	54,740	55,183	56,820	-	2.3	1.9	(0.8)	(2.9)

### Construction within Summit County (2)

	Calendar Year						% change from prior year				
	2014 (3)	2013	2012	2011	2010	2009	2013-14 (3)	2012-13	2011-12	2010-11	2009-10
Number new dwelling units.....	6.0	184.0	119.0	95.0	237.0	385.0	(90.9)	54.6	25.3	(59.9)	(38.4)
<b>New (in \$1,000's):</b>											
Residential value.....	\$ 1,818.9	\$ 59,587.6	\$ 57,557.6	\$ 44,270.4	\$ 48,729.6	\$ 59,095.3	(81.5)	3.5	30.0	(9.2)	(17.5)
Non-residential value.....	654.5	6,516.9	26,337.7	10,241.9	17,720.3	11,876.6	(77.9)	(75.3)	157.2	(42.2)	49.2
<b>Additions, alterations, repairs (in \$1,000's):</b>											
Residential value.....	2,475.2	28,802.6	35,097.9	25,057.2	23,333.3	26,439.7	494.1	(17.9)	40.1	7.4	(11.7)
Non-residential value.....	15,760.9	10,878.2	16,405.2	19,917.6	22,571.4	22,891.8	11,609.4	(33.7)	(17.6)	(11.8)	(1.4)
Total construction value (in \$1,000's).....	\$ 20,709.5	\$ 105,785.3	\$ 135,398.4	\$ 99,487.1	\$ 112,354.6	\$ 120,303.4	55.1	(21.9)	36.1	(11.5)	(6.6)

### Sales Taxes Within Summit County and the State of Utah (4)

	Calendar Year						% change from prior year				
	2014*	2013	2012	2011	2010	2009	2012-13	2011-12	2010-11	2009-10	2008-09
<b>Taxable Sales:</b>											
Summit County.....	\$ 1,565,281,153	\$ 1,469,760,153	\$ 1,360,924,736	\$ 1,324,335,638	\$ 1,189,658,975	\$ 1,116,528,061	6.5	8.0	2.8	11.3	6.5
State of Utah.....	51,400,000,000	49,404,046,000	47,531,180,000	44,097,027,000	41,387,391,000	40,480,954,000	4.0	3.9	7.8	6.5	2.2
<b>Local Sales and Use Tax Distribution:</b>											
Summit County (and all cities).....	\$ 10,773,646	\$ 10,130,250	\$ 9,555,155	\$ 9,025,036	\$ 8,885,386	\$ 9,370,688	6.4	6.0	5.9	1.6	(5.2)

\* Preliminary; subject to change.

- (1) U.S. Department of Commerce, Bureau of Economic Analysis and U.S. Census Bureau.
- (2) University of Utah Bureau of Economic and Business Research, Utah Construction Report.
- (3) Construction information from January 1, 2014 through January 31, 2014.
- (4) Utah State Tax Commission.

## **12. Description of Any Tax Incentives Offered Private Entities for Facilities Located in the Project Area [17C-4-103(10)]**

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The Agency will not offer any tax incentives.

## **13. Anticipated Public Benefit to be Derived from the Community Development [17C-4-103(11)]**

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a) The Beneficial Influences Upon the Tax Base of the Community [17C-4-103(11)(a)]

The beneficial influences upon the tax base of the County and the other taxing entities will include increased property tax revenues. Implementation of the Be Wise, Energize Loan Program in the Project Area will increase the property values of homes from between 6% - 9%.<sup>9</sup> Every dollar spent in energy efficiency upgrades realizes a \$3 dollar increase in asset value.<sup>10</sup>

b) The Associated Business and Economic Activity Likely to be Stimulated [17C-4-103(11)(b)]

An energy efficiency investment creates more jobs than an equivalent investment in either the economy or the utility industry, including utilities which primarily use fossil-fuels. According to industry estimates, the Be Wise, Energize Loan Program will generate 66 new jobs in the County.

In addition to the immediate job creation benefits from energy efficiency program investments, another—and greater—job creation benefit of efficiency results from the

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<sup>9</sup> <http://www.cleanenergyworksoregon.org/blog/energy-upgrades-increase-home-value/>

<sup>10</sup> [http://www.iea.org/publications/insights/ee\\_improvements.pdf](http://www.iea.org/publications/insights/ee_improvements.pdf)

consumer savings on energy bills. When businesses or households lower their energy costs, they are able to spend the savings elsewhere in the economy, resulting in additional jobs. On average, this shift in spending should equate to 56 additional jobs.<sup>11</sup>

The training and certification requirements of contractors and new workers to be engaged under the Be Wise, Energize Loan Program will help expand the energy efficiency knowledge base and upgrade installation techniques provided by, but not limited to, the following trades:

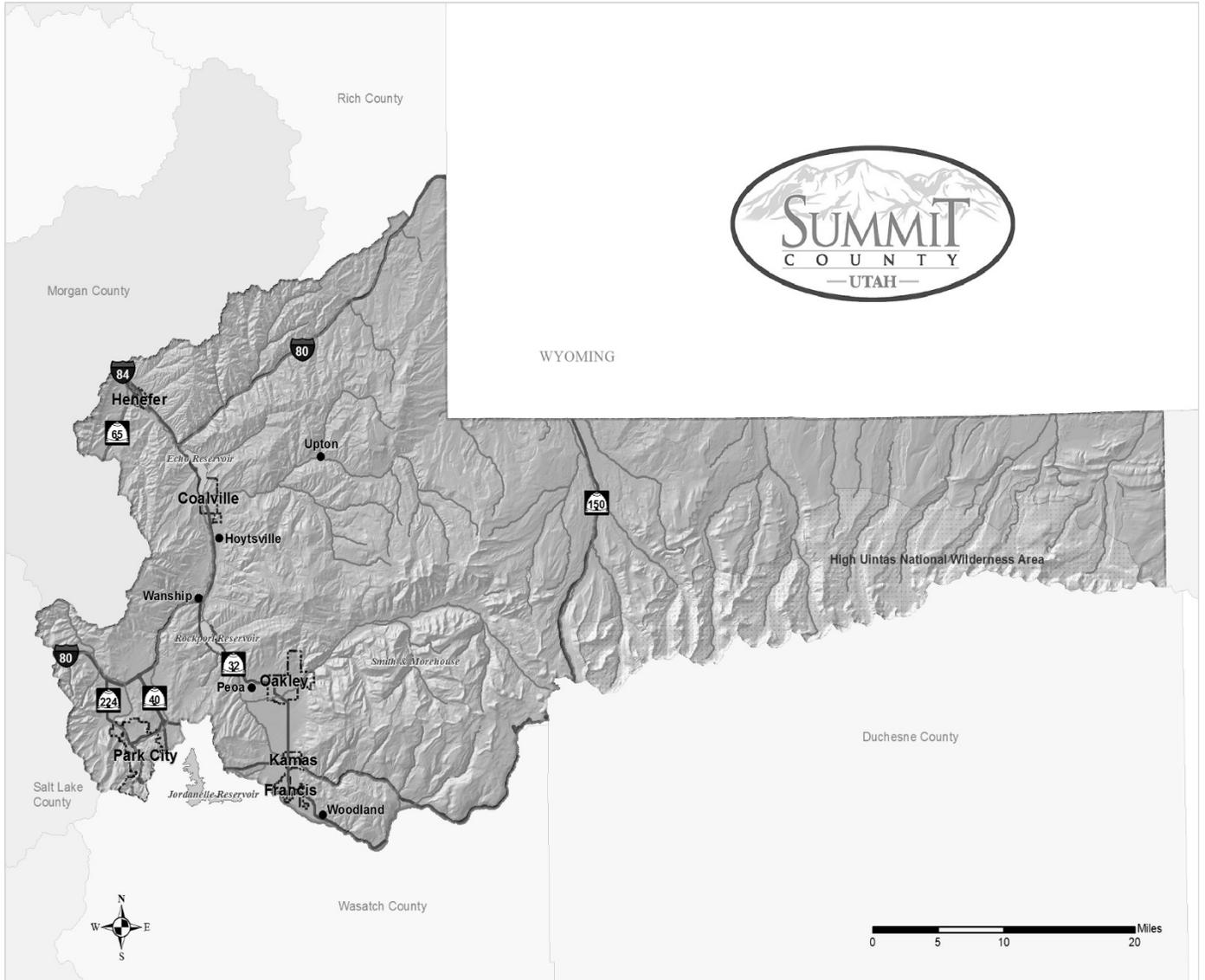
- (i) Home Energy Auditors
- (ii) Heating and Ventilating Contractors
- (iii) Insulation Contractors
- (iv) Remodeling Contractors
- (v) Electricians
- (vi) Lighting Contractors
- (vii) Window Installers

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<sup>11</sup> <http://www.aceee.org/blog/2012/09/energy-efficiency-and-economic-opport>

Appendix

Exhibit A: Map of Summit County Be Wise, Energize Community Development Project Area



# City Council Staff Report



Sustainability

**Author:** Heinrich Deters/John Boehm  
**Subject:** Christian Center Easement Request  
Approval  
**Date:** June 4, 2015  
**Type of Item:** Administrative - Granting of Easement

**Staff Recommendation:** Staff recommends Council grant an easement on City-owned property to the Christian Center of Park City (CCPC) to accommodate a parking and circulation area for donations. (Attachment I)

**Executive Summary:** Council consideration to grant an easement on City-owned property to the Christian Center of Park City (CCPC) to accommodate a turn-around area for donations. (Attachment I)

### Acronyms in this Report:

CCPC Christian Center of Park City  
EWG Elliott Work Group  
PCMC Park City Municipal Corporation

### Background:

On November 18, 2014, The Christian Center of Park City (CCPC) received a Variance (from the Board of Adjustment) (Attachment II) to decrease setbacks to zero along the north and part of the east Christian Center property line, in order to facilitate an improved parking and circulation plan for the rear area of the property. The Variance was approved with the condition requiring a landscape plan to mitigate the visual impact to Poison Creek Trail and ensure protection of existing vegetation.

Through the conceptual planning process, CCPC employed Elliott Work Group (EWG) and Fehr & Peers Traffic Engineering to design and provide technical analysis of the proposed parking and circulation area, so as to improve the traffic flow, safety and mitigate congestion.

Earlier this month concept plans were completed by Elliott Work Group (EWG). Additionally, Fehr & Peers provided recommendations for not only the parking area but also for the entrance of the facility off of Deer Valley Drive. The recommendations include the following:

- Improve the entry intersection at Deer Valley Drive to lessen conflicts with right in traffic movements and add striping to indicate separation of inbound, outbound vehicles and pedestrians,
- Provide a cul-de-sac at the Donation Drop Off area (north side of building) to safely expedite the ingress / egress of donors dropping off donations, and

- Widen the entry to the cul-de-sac and provide a sidewalk connection crossing continuing to a connection point on Poison Creek Trail.

CCPC have incorporated these recommendations into a final plan set, which have in turn been approved by the board.

**Analysis:**

Christian Center of Park City is a long standing local non-profit that provides several programs to benefit community members in need. <http://www.ccofpc.org/> Probably one of the most popular services CCPC provides to the community is their donation 'drop off' program. This program allows for locals to 'donate' their property, which in turn can be provided to those in need or sold at the CCPC 'shop' which enables funding for other CCPC programs.

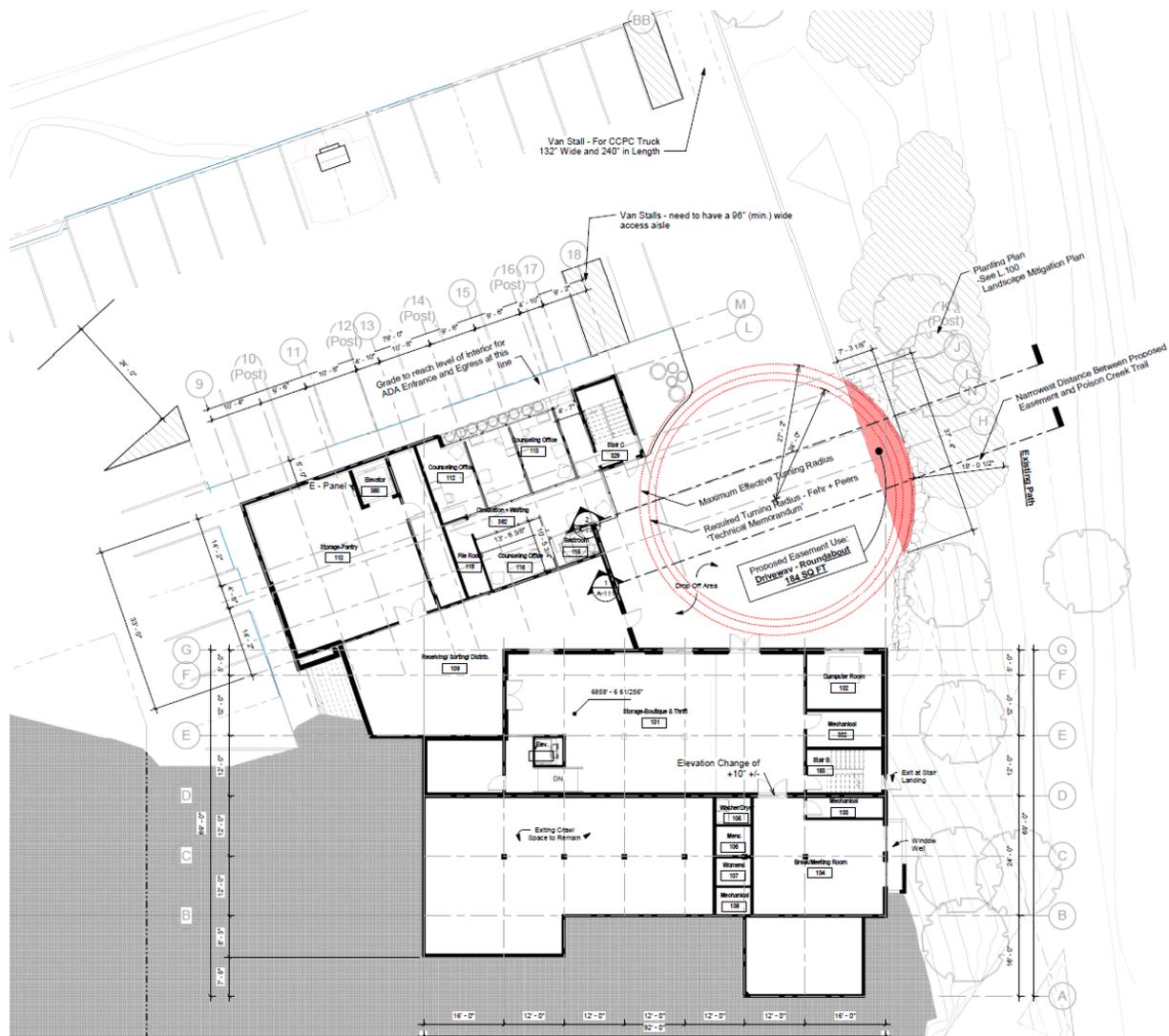
*City-Owned Parcel SA-254-1-X*

Park City Municipal acquired parcel SA-254-1-X in 1981 from Royal Street Land Company, via a Quit Claim Deed. The deed does not state any restrictions what so ever for the property. Additionally, after reviewing the Aerie Phase I plat, as this is the assumption of why the property was conveyed, no restrictions were noted. The area is currently zoned as GC (General Commercial).

*Christian Center Expansion Plans/Easement Request*

CCPC board approved plans, based on recommendations by the Fehr & Peers technical memorandum and conceptual plans presented by EWG, are provided below.

The plans require an easement on City-owned property (**noted in RED**) to accommodate the proposed 'parking and circulation area'. Specifically, CCPC is requesting a 254 sq/ft easement to accommodate the parking and circulation area (184 sf), as well as the landscaping and retaining walls which will be required.



### Compensation

Staff finds that the uses proposed for the easement are community based and benefit the public via a non-profit's services. Additionally, staff does not find any negative public impacts associated with granting this easement, thus, does not recommend requesting financial compensation. Should Council wish to request financial compensation, staff would return with a recommendation.

If the City Council decides to provide these easements, EWG will finalize the plans, including the Landscape Mitigation Plan required as part of the initial variance request.

### Department Review:

This report was reviewed by representatives of Sustainability, Legal, and the City Manager's Office. This proposal has gone through Engineering (flood plain), Planning

(visual impacts and land use) and Sustainability (the property research). There were no outstanding issues raised by these departments.

**Alternatives:**

- A. Approve the request, and grant appropriate easements associated with the project. (staff recommendation)**
- B. Modify the request: Council could choose to modify the easement, which would delay the project.
- C. Deny the request: Council could choose to not approve the easement terms.
- D. Continue the Item: Council may feel there is not enough information to make a decision, which will delay the project and the proposed schedule.
- E. Do Nothing: Same as continuance.

**Significant Impacts:**

	World Class Multi-Seasonal Resort Destination (Economic Impact)	Preserving & Enhancing the Natural Environment (Environmental Impact)	An Inclusive Community of Diverse Economic & Cultural Opportunities (Social Equity Impact)	Responsive, Cutting-Edge & Effective Government
Which Desired Outcomes might the Recommended Action Impact?	<ul style="list-style-type: none"> <li>+ Accessibility during peak seasonal times</li> <li>+ Safe community that is walkable and bike-able</li> <li>+ Internationally recognized &amp; respected brand</li> </ul>		<ul style="list-style-type: none"> <li>+ Community gathering spaces and places</li> </ul>	<ul style="list-style-type: none"> <li>+ Well-maintained assets and infrastructure</li> </ul>
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Very Positive 		Very Positive 	Positive 
Comments:				

**Funding Source:**

No funding is required for this project.

**Staff Recommendations:**

Staff recommends Council grant an easement on City-owned property to the Christian Center of Park City (CCPC) to accommodate a parking and circulation area for donations. (Attachment I)

## Attachment I- Christian Center of Park City Parking and Circulation Easement

### CONVEYANCE OF EASEMENT FOR PARKING AND CIRCULATION

FOR GOOD AND VALUABLE CONSIDERATION, this GRANT OF EASEMENT FOR PARKING AND CIRCULATION (this “Grant of Easement”) is made and entered into as of the \_\_\_ day of \_\_\_\_\_ 2015 (the “Effective Date”), by and between PARK CITY MUNICIPAL CORPORATION, a Utah Municipal corporation (“Park City” or “Grantor”), and the Christian Center of Park City, a Utah non-profit corporation (“CCPC” or “Grantee”). Park City and CCPC are also referred to herein individually as a “Party” and, collectively, as the “Parties.”

The following Exhibits are attached to and are incorporated into this Agreement by this reference:

- Exhibit A: Depiction of Easement Area (Current Conditions)
- Exhibit B: Depiction of Easement Area (Proposed Plan)
- Exhibit C: Legal Description

### RECITALS

WHEREAS, the Christian Center of Park City (CCPC) are located at 1283 Deer Valley Drive, Park City, UT; and

WHEREAS, CCPC is a local 501 (c)(3) whose mission is that of a community resource center that helps improve lives; and

WHEREAS, the CCPC desires to construct and maintain a parking and circulation area, as part of the Christian Center expansion plans, which will promote a safe and efficient means of facilitating their donations program within the ‘drop off’ area; and

WHEREAS, the CCPC is requesting a 254 sq/ft easement to accommodate the parking and circulation area (184 sf), as well as required landscaping and retaining walls related to the parking and circulation area.

WHEREAS, Park City is the fee title owner of property, serial number SA-254-1-X, immediately to the east of the Christian Center; and

WHEREAS, Park City hereby agrees in this Grant to convey to CCPC an easement on Park City property for the construction and maintenance of a parking and circulation area depicted in **Exhibit A (Current Conditions) and Exhibit B (Proposed Plan), as well as legal description Exhibit C.**

## AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Grant of Easement. Subject to the terms and conditions of this Agreement, Park City hereby grants to CCPC a non-exclusive easement (the "Easement") for the sole purpose of constructing and maintaining a parking and circulation area as well as required landscaping and retaining walls related to the parking and circulation area. The Easement may not be used for structures other than retaining walls.
2. Maintenance. The CCPC shall exercise due care in maintaining and repairing the Easement and shall, at the CCPC's cost and expense, regularly inspect, maintain (including, but not limited to, surface repairs, landscaping, retaining walls, snow removal, sweeping, and litter removal), the Easement.
3. Non-Exclusive. Park City reserves the right to make any use of the Easement so long as any such use does not interfere with the non-exclusive rights which are herein granted to CCPC.
4. Landscaping Improvements. The CCPC agrees to provide all landscaping improvements as required by the Park City Planning Department. Any Landscaping that occurs on City Property, outside of the Easement, whether completely or partially, shall first be approved by Park City. CCPC shall warrant from any defect said landscaping for a period of two (2) years from the date of completion.
5. Limitations; Indemnification; and Related Matters. CCPC agrees to defend, protect, indemnify, and hold harmless Park City and its affiliates, from and against all claims or demands, including any action or proceedings brought thereon, and all costs, losses, expenses, and liability of any kind relating thereto, including reasonable attorneys' fees and costs of suit, arising out of or resulting from any failure of CCPC to perform its duties or obligations under this Grant of Easement with respect to the use of the Easement; provided, however, the foregoing obligation shall not apply to claims or demands to the extent based on the negligence or willful misconduct of Park City..
6. No Representation or Warranties. Except as expressly set forth in this Grant, Park City makes no representations or warranties, express or implied, with respect to the Easement, and CCPC shall accept and use the property underlying the Easement in its present condition, "AS IS" and "WHERE IS" and with all faults and, further, the CCPC shall bear all risks associated with this Grant, and the use and condition, of the Easement.
7. Environmental Issues. CCPC assumes all responsibility for costs associated with the handling of contaminated soils in the Easement as part of the construction, maintenance and repair of the parking and circulation area and waives all present and future claims against Park City for such costs.

8. Notices. All notices, consents, approvals, or other instruments required or permitted to be given by either Party pursuant to this Agreement shall be in writing and given by (a) hand delivery, (b) electronic mail or facsimile (confirmed), (c) express overnight delivery service, or (d) certified mail, return receipt requested; and shall be deemed to have been delivered upon (i) receipt, if hand delivered, (ii) transmission, if delivered by facsimile or electronic mail, (iii) the next business day, if delivered by express overnight delivery service, or (iv) the third business day following the day of deposit of such notice with the United States Postal Service, if sent by certified mail, return receipt requested. Notices shall be provided to the City as follows: Park City Municipal Corporation, Attn: Legal Department; P.O. Box 1480, Park City, Utah 84060, and to the Christian Center of Park City as follows 1283 Deer Valley Drive, Park City, Utah 84060 or to such other address or such other person as either Party may from time to time hereafter specify to the other Party in a notice delivered in the manner provided above.

9. Miscellaneous.

a. No Waiver; Severability. The failure of any Party to insist upon strict performance of any of the terms, covenants, conditions, or agreements contained in this Agreement shall not be deemed a waiver of any rights or remedies that such Party may have, and shall not be deemed a waiver of any subsequent breach or default in any of the terms, covenants, conditions, or agreements contained in this Agreement. Invalidation of any one of the covenants or restrictions set forth in this Agreement by judgment or court order shall in no way affect all other provisions, which shall remain in full force and effect.

b. Counterparts; Successors and Assigns; Recitals and Exhibits. This Agreement may be executed in counterparts, all of which taken together shall constitute one agreement, binding upon and inuring to the benefit of the Parties and their respective successors and assigns. All recitals and exhibits referred to herein and attached hereto are incorporated herein by this reference.

c. Authority. Each Party hereto represents and warrants that it has the right, power, legal capacity, authority, and means to enter into and perform this Agreement, that the undersigned signatory has been duly authorized to execute and deliver this Agreement, and that, to the best of each Party's knowledge, the same will not contravene or result in the violation of any agreement, law, rule, or regulation to which any such Party may be subject.

d. Entire Agreement; Interpretation; Recordation; Modifications; Not a Public Dedication. This Agreement contains the entire agreement between the Parties and supersedes all prior agreements, oral or written, with respect to the subject matter hereof. The provisions of this Agreement shall be construed as a whole and not strictly for or against any Party; and further, may not be modified except with the written

consent of CCPC and Park City. Except as otherwise stated herein, nothing contained in this Agreement shall be deemed to be a gift or dedication of all or any portion of the Easement Area to the general public whatsoever, and this Agreement shall be strictly limited to and for the purposes expressed herein and shall be non-transferable by CCPC.

e. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Utah.

f. Waiver of Jury Trial. EACH PARTY TO THIS AGREEMENT IRREVOCABLY WAIVES ANY AND ALL RIGHTS IT MAY HAVE TO DEMAND THAT ANY ACTION, PROCEEDING OR COUNTERCLAIM ARISING OUT OF OR IN ANYWAY RELATED TO THIS AGREEMENT OR THE RELATIONSHIPS OF THE PARTIES HERETO BE TRIED BY JURY. THIS WAIVER EXTENDS TO ANY AND ALL RIGHTS TO DEMAND A TRIAL BY JURY ARISING UNDER COMMON LAW OR ANY APPLICABLE STATUTE, LAW, RULE OR REGULATION. FURTHER, EACH PARTY HERETO ACKNOWLEDGES THAT IT IS KNOWINGLY AND VOLUNTARILY WAIVING ITS RIGHT TO DEMAND TRIAL BY JURY.

g. Attorneys' Fees. If any legal action or other proceeding is brought to enforce this Agreement, or because of an alleged dispute, breach, default, or misrepresentation in connection with any of the provisions of this Agreement, the successful or prevailing Party shall be entitled to recover its reasonable attorneys' fees, and any other fees and costs incurred in the action or proceeding, including appeals, in addition to any other relief to which such Party may be entitled.

h. No Joint Venture; Construction; No Third Party Rights; Survival. The provisions of this Agreement are not intended to create, nor shall they be in any way interpreted or construed to create, a joint venture, partnership, or any similar relationship between or among the Parties. The provisions of this Agreement shall be construed as a whole and not strictly for or against any Party. Except as expressly set forth in this Agreement, this Agreement does not otherwise create any rights in any third party. The indemnifications and other provisions of this Agreement, which by their nature are intended to survive the termination of this Agreement, shall survive the termination of this Agreement.

*[Signature Pages to Follow]*

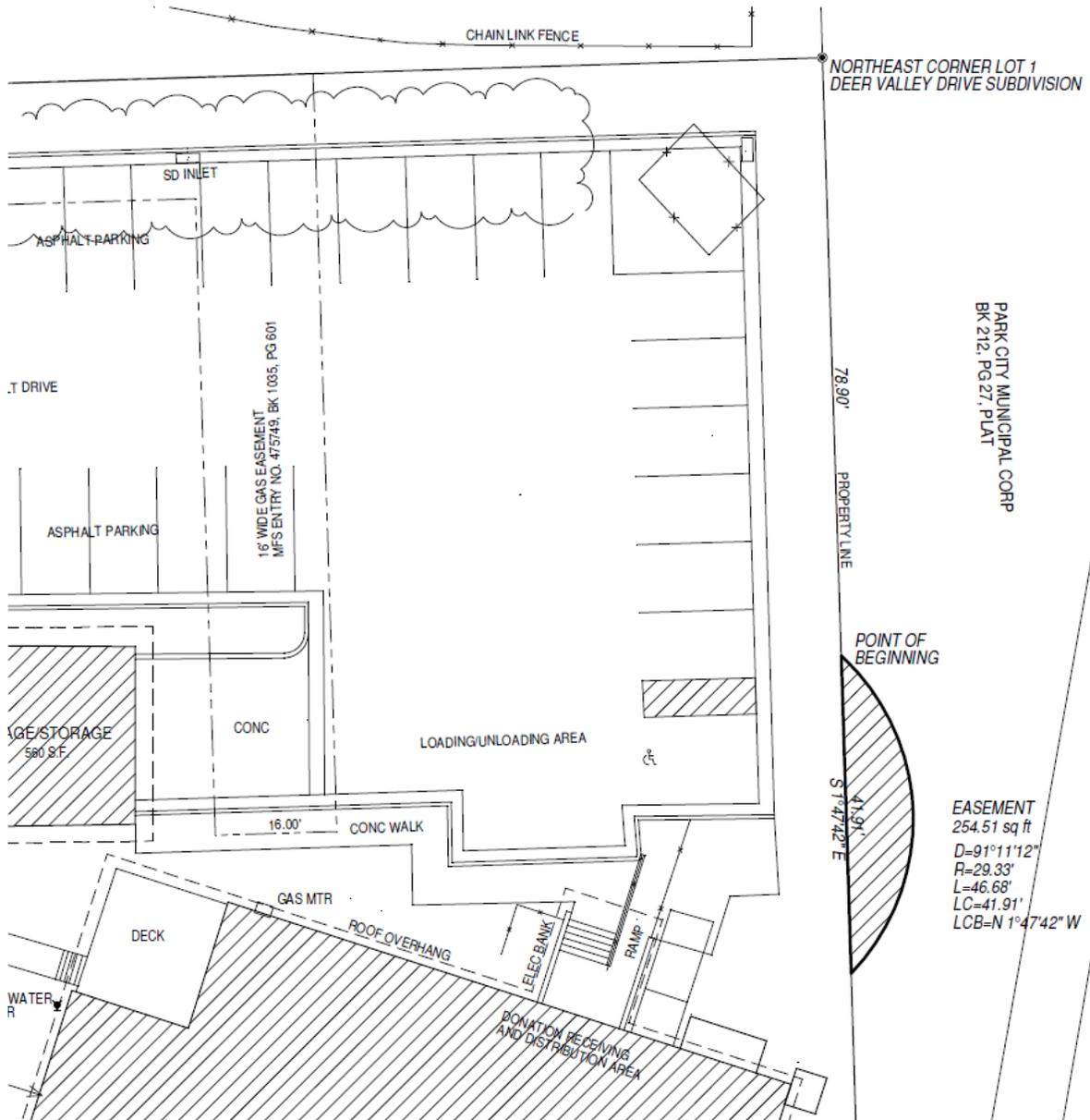
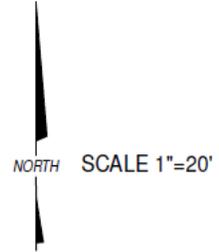




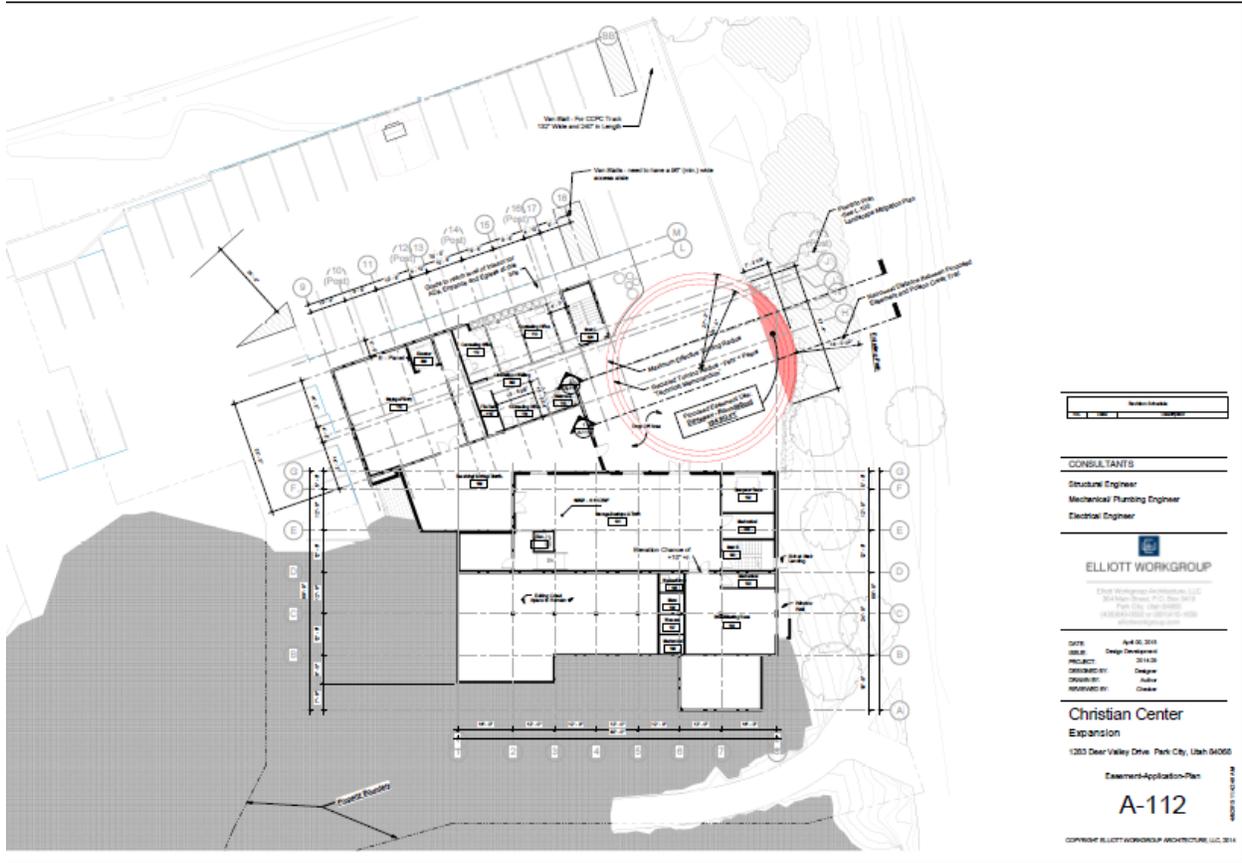
**Exhibit A- Depiction of Easement Area (Current Conditions)**  
**EXHIBIT A**

**CURTIS & ASSOCIATES**  
 9921 S KRAMER CIR  
 SANDY, UTAH 84092

**EASEMENT EXHIBIT**



# Exhibit B- Depiction of Easement Area (Proposed Plan)



Scale	1" = 10'-0"
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**CONSULTANTS**  
 Structural Engineer  
 Mechanical/Plumbing Engineer  
 Electrical Engineer

**ELLIOTT WORKGROUP**  
 1203 Deer Valley Drive, Park City, Utah 84096  
 435.243.2222 | www.elliottworkgroup.com

DATE: April 26, 2011  
 DRAWN BY: Design Development  
 PROJECT: 11-11-10  
 DESIGNED BY: Designer  
 CHECKED BY: Author  
 APPROVED BY: Checker

**Christian Center**  
 Expansion  
 1203 Deer Valley Drive, Park City, Utah 84096

Easement-Application-Plan  
**A-112**

## **Exhibit C- Legal Description**

Commencing at the Northeast corner of Lot 1, Deer Valley Drive Subdivision, as recorded and on file in the office of the Summit County Recorder, said point being South  $0^{\circ}37'14''$  West, 781.43 feet, and West, 534.08', and South  $1^{\circ}47'42''$  East, 526.76 feet from the Center of Section 9, Township 2 South, Range 4 West, Salt Lake Base and Meridian; thence South  $1^{\circ}47'42''$  East, 78.90 feet to the TRUE POINT OF BEGINNING, said point being on the East line of said Lot 1, and running thence South  $1^{\circ}47'42''$  East; along said East line, 41.91 feet to a point on a 29.33 foot radius curve to the left, thence northerly along the arc of said curve, through a central angle of  $91^{\circ}11'12''$ , a distance of 46.68 feet, ( Chord bears North  $1^{\circ}47'42''$  West, a distance of 41.91 feet); to the POINT OF BEGINNING. Said described tract contains 254.5 square feet.

## Attachment II- Christian Center Variance Letter



November 25, 2014

Wells Realty Advisors, LLC  
1982 Evening Star Drive  
Park City, UT 84060

### NOTICE OF BOARD OF ADJUSTMENT ACTION

Project Description: Christian Center of Park City Variance  
Project Number: PL-14-02500  
Project Address: 1283 Deer Valley Drive  
Date of Final Action: November 18, 2014

#### Action Taken

On November 18, 2014, the Board of Adjustment reviewed the application for variances to the LMC § 15-2.18-3(D)(6) and (E), to reduce the minimum rear yard setback (5') and the eastern-most side yard setback (10') on a site in the General Commercial (GC) Zoning District to zero feet (0'). The Board approved the request for the variances in accordance with the Findings of Fact, Conclusions of Law, and Conditions of Approval as follows:

#### Findings of Fact

1. The property is located at 1283 Deer Valley Drive.
2. The property is located within the General Commercial (GC) District.
3. The property owner requests variances from the LMC § 15-2.18-3(D)(6) and (E), which dictates minimum rear (5') and side yards (10') in the General Commercial (GC) Zoning District. The applicant is requesting that these setbacks be reduced to zero (0') feet for the entire north property line and the portion of the east property line from the northeast corner of the existing building to the northeast corner of the property.
4. The property consists of one (1) lot. The lot contains 38,983 square feet.
5. The property has two (2) existing structures on it, a 5,053 square foot main building and a 580 square foot garage/storage building.

6. The property has a twenty-five foot (25') non-exclusive utility and snow storage easement along the south property line.
7. The property has a nine foot (9') wide pathway easement controlled by the City that winds through the south-eastern portion of the property. The existing pathway will continue to be maintained in its current location.
8. The property has a sixteen foot (16') wide utility easement that extends from the north property line almost to the center of the property.
9. The property has a shared access easement along the west property line. This is the only access to the property.
10. The same LMC requirements apply to this lot as apply to all lots of this size that are not encumbered by these easements.
11. The property sits within the City's Frontage Protection Zone (FPZ) which restricts the construction of any structure within thirty feet (30') of Deer Valley Drive.
12. The location of the existing garage/storage building significantly impacts internal circulation on the property.
13. The applicant is requesting a variance to LMC § 15-2.18-3(D)(6) and (E), which dictates a five foot (5') minimum rear yard for parking areas and ten foot (10') side yard setback in the General Commercial (GC) Zoning District.
14. The applicant is requesting this variance to address unreasonable hardships facing this property due to the location of the easements and the existing buildings in order to create a design that promotes more efficient internal circulation.
15. Granting of the variance will assist in effectively implementing Objective 12A of the General Plan which aims to "Retain and expand existing Park City businesses."
16. Granting of the variance will assist in effectively implementing Objective 12B of the General Plan which is to "Support local owned, independent businesses that reflect the core values of Park City and add to the Park City experience."
17. There is significant vegetation on the subject and adjacent properties that serve as a natural buffer to City rights-of-way. No vegetation will be disturbed on adjacent properties.
18. The spirit of the LMC is observed and substantial justice done.
19. The shading on the exhibit on page 60 of the November 18, 2014 Board of Adjustment Packet shall be modified to accurately reflect the request for variance.

#### Conclusion of Law

1. Literal enforcement of the GC District requirements for this property causes an unreasonable hardship that is not necessary to carry out the general purpose of the zoning ordinance.
2. There are special circumstances attached to the property that do not generally apply to other properties in the same district.
3. Granting the variance is essential to the enjoyment of substantial property right possessed by other property owners in the same district.
4. The proposal is consistent with the General Plan.
5. The spirit of the zoning ordinance is observed by this application.

6. It can be shown that all of the conditions justifying a variance, pursuant to LMC § 15-10-9, have been met.

Conditions of Approval

1. A landscape plan will be required to mitigate the visual impact of the parking/circulation area on the Poison Creek Trail. This landscape plan will be subject to Planning Department approval.

Order

1. A variance to LMC § 15-2.18-3(D)(6) and (E), which is a reduction to the minimum rear (5') and side yard (10') setbacks to zero feet (0'), is hereby granted.
2. The variance runs with the land.
3. The reduction in the setbacks is for parking and circulation only. Structures must meet existing zoning requirements.

If you have further questions, please contact me at (435) 615-5063 or via email at [john.boehm@parkcity.org](mailto:john.boehm@parkcity.org).

Respectfully,



John Boehm  
Planner



## **Park City Housing Authority Staff Report**

**Subject:** Approval of Amended Affordable Housing Mitigation Plan for  
The Medical Campus at Park City Medical Center

**Author:** Rhoda Stauffer

**Department:** Sustainability

**Date:** June 4, 2015

**Type of Item:** Administrative

**SUMMARY RECOMMENDATION:** Staff recommends that the Housing Authority conduct a public hearing, discuss and approve the IHC Affordable Housing Mitigation Plan Approval – Exhibit B.

**EXECUTIVE SUMMARY:** Intermountain Healthcare (IHC) has a housing obligation balance of 23.32 Affordable Unit Equivalent (AUEs) from the original Annexation Agreement and are proposing that up to 12.5 of them be fulfilled through a land-lease agreement with Peace House for a new multi-purpose housing and shelter campus. Council in its role as Park City Housing Authority has the authority to approve Housing Mitigation Plans for housing obligations resulting from MPDs and Annexation Agreements.

### **Definitions of Acronyms used in this Report:**

AUE = Affordable Unit Equivalent  
IHC = Intermountain Healthcare  
MPD = Master Planned Development  
SF = Square Feet

### **BACKGROUND:**

As a result of an Annexation Agreement recorded on January 23, 2007, the Applicant incurred a housing obligation totaling to 90.47 AUEs. To date, no units have been completed; however 44.78 AUEs will be fulfilled in the construction of 28 townhomes in the Park City Heights development which is scheduled to break ground in the next month. Through agreements with other entities, and transfer of development on certain parcels, the housing obligation was also reduced by 22.37 AUEs resulting in the current balance owed of 23.32 AUEs.

A partial plan for the balance– 23.32 AUEs – is in the attached Affordable Housing Mitigation Plan (Exhibit “A”). To date, all the build-out on the Medical Campus incurs a housing obligation of 43.7 AUEs which means that the 44.78 AUEs included in the Park City Heights project fulfills all existing IHC development. Approvals here are sought for future development.

IHC Housing Obligation numbers		Annexation Agreement
1. Hospital (300,000 sf)		44.78
2. USSA (85,000 sf)		10.71
3. Support Medical (150,000 sf)		34.98
		90.47
<b>Reductions/Waivers/Deferrals</b>		
Deferral of USSA obligation		10.71
Transfer to SC for Health Building		5.83
Transfer to Physician's Holding		5.83
		22.37
<b>Balance of IHC Housing Obligation</b>		<b>68.1</b>
<b>Fulfillment Strategies</b>		
Park City Heights (28 townhomes -1600 to 2000 sf)		44.78
Total proposed		44.78
<b>Balance owed</b>		<b>23.32</b>

The Applicant's Housing Obligation is based in Housing Resolution 17-99 which defines an AUE as a two-bedroom unit of 800 square feet.

The Applicant has signed a 40-year lease (with two possible 5-year extensions) with Peace House at the cost of one dollar annually, for just over three buildable acres in Lot 8 of their campus. Lot 8 was originally designated for construction of a medical support building. Peace House is planning to build a campus that includes 12 transitional housing units, 7,200 s.f. of shelter space, one 800 s.f. employee apartment and 7,000 s.f. of office and administrative space. Peace House is also scheduled to be the beneficiary of a Summit County-based housing and community amenity obligation in the form of an in-lieu fee. An expansion of retail space at the Tanger Outlet Center resulted in a Housing Obligation that is equal to 10 AUEs along with obligations for trails and transportation amenities which totals to \$960,000. The 10 AUEs will not be counted as part of IHC's fulfillment of City housing obligations.

**ANALYSIS:**

Several policy issues are associated with the Applicant's proposal as outlined below. :

**1. Housing Resolution 17-99**

Although established in more recent Housing Resolutions, Resolution 17-99 (attached as Exhibit "D") does not address the option of constructing transitional housing or emergency shelters in fulfillment of affordable housing obligations. In order to assist organizations such as Peace House, the option was added to subsequent Housing Resolutions beginning in 2007. In the spirit of the intent of later Housing Resolutions establishing support of the concept, Staff recommends that this be approved. *Is the*

***Housing Authority in support of utilizing the provision from later Housing Resolutions to consider transitional housing and emergency shelter construction a viable option for fulfillment of housing obligations?***

**2. Term of Affordability and Term of Land Lease**

Housing Resolution 17-99 requires a minimum of 40 years for the term of affordability with the preference for program existence and/or affordability in perpetuity. The current Housing Resolution (02-15) requires an initial 40 year term with consecutive ten (10) year terms unless the City determines, based on independent housing needs assessment, that the unit/program is no longer needed. The Applicant has signed a 40-year lease with the option for two five-year extensions. Staff recommends approval since the lease term meets the 17-99 Housing Resolution and is only slightly different from the current Housing Resolution. ***Does the Housing Authority accept the Applicant's request to limit the term of affordability to the terms established in the lease agreement? If not, what term would be acceptable to the Housing Authority?***

**3. Density Calculations**

In accordance with Housing Resolution 17-99, the units that fulfill the Applicant's housing obligation do not count towards density. However, the Peace House campus will benefit from a housing obligation incurred by the expansion of the Tanger Outlets in 2014. In an agreement with Summit County, the new campus planned by Peace House will fulfill the Tanger Outlet housing obligation (10 units) if the following occurs:

- a.** Secure property by 2015 (fulfilled by a lease agreement with IHC signed in February of this year);
- b.** Entitlements for construction by March of 2016; and
- c.** Construction begun by March of 2017.

In exchange, Peace House will receive the in-lieu fee of \$960,000 (combination of 10 AUEs and other community amenity obligations from Tanger Outlet Center) to build their campus. In a recent revision to the MPD for the Medical Campus, IHC moved all density off Lot 8. The Applicant is now requesting that Council grant an exemption for the County housing density in consideration of the higher community purpose addressed by a new Peace House campus. The Applicant has also indicated that they will be returning to the Planning Commission with another request to amend the MPD and request maximum density be assigned to IHC for potential future development. Staff is concerned about the precedent this may establish of eroding density guidelines allowing not only affordable housing waivers and then layering density from other jurisdictions as well. Staff recommends that in future considerations, if additional density is granted, the total be reduced by the density required for the Summit County units (10 AUEs equaling 8,000 square feet). Staff does not recommend that the administrative and support space be counted in density due to the need for it in support of the overall program. ***Is the Housing Authority supportive of granting the exemption of density for the Summit County units with the understanding that any future density granted will be reduced by these units?***

IHC will return with a plan for fulfillment of the remaining balance of AUEs – 11.82 AUEs – at a future date. Discussions have begun on the potential for partnering with the City to establish a loan pool for down-payment assistance or partnership with other local developers for construction of units. Staff is recommending that these discussions continue in order to bring a more refined proposal to the Housing Authority at a future time.

**Department Review:**

This report was reviewed by the Community Affairs Manager, the City Attorney and the City Manager.

**Alternatives:**

**A. Approve Staff’s Recommendation:** The IHC Affordable Housing Mitigation Plan Approval – Exhibit B – is approved including Staff’s recommended conditions of approval and plans for the new Peace House campus can move forward. This is **Staff’s Recommendation**.

**B. Deny:** Denying the proposal and requesting that the agreement be revised will add time to the process that may jeopardize the Peace House project due to time constraints placed by the County in order to release the in-lieu fees to the project.

**C. Modify:** Modification could add time to the process and could jeopardize the Peace House project due to time constraints placed by the County in order to release the in-lieu fees to the project.

**D. Continue the Item:** Modification could add time to the process and could jeopardize the Peace House project due to time constraints placed by the County in order to release the in-lieu fees to the project.

**E. Do Nothing:** Same result as B above – denial of the request.

**Significant Impacts:**

	<b>World Class Multi-Seasonal Resort Destination (Economic Impact)</b>	<b>Preserving &amp; Enhancing the Natural Environment (Environmental Impact)</b>	<b>An Inclusive Community of Diverse Economic &amp; Cultural Opportunities (Social Equity Impact)</b>	<b>Responsive, Cutting-Edge &amp; Effective Government</b>
Which Desired Outcomes might the Recommended Action Impact?	+ Balance between tourism and local quality of life (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)	+ Reduced municipal, business and community carbon footprints (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)	+ Residents live and work locally (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)	+ Streamlined and flexible operating processes (+/-) (Select Desired Outcome) (+/-) (Select Desired Outcome)
Assessment of Overall Impact on Council Priority (Quality of Life Impact)	Very Positive 	Positive 	Very Positive 	Positive 

**Comments:** Allowing the Applicant to work with the Peace House provides a highly valuable resource to the community.

**Funding Source:** There is no funding source needed for this item.

**Consequences of not taking the recommended action:** The Applicant won't be able to fulfill their affordable housing obligation and the Peace House could lose a valuable resource in the development of a new campus for their program.

**SUMMARY RECOMMENDATION:** Staff recommends that the Housing Authority conduct a public hearing, discuss and approve the attached IHC Affordable Housing Mitigation Plan approval – Exhibit B.

**Attachments:**

- Exhibit A:** Affordable Housing Mitigation Plan submitted by IHC
- Exhibit B:** Draft Housing Plan Approval
- Exhibit C:** Excerpt from Annexation Agreement for IHC's PC Medical Campus
- Exhibit D:** Housing Resolution 17-99

## **EXHIBIT A**

### **PARK CITY MEDICAL CENTER MEDICAL CAMPUS**

### **HOUSING MITIGATION PLAN PARK CITY HOUSING AUTHORITY**

**MAY 13, 2015**

#### **Background**

The annexation agreement between Park City and Intermountain Healthcare included the elements of affordable housing that needed to be provided as part of the development of the annexation area. The base employee affordable housing associated with the hospital at full build out was 44.78 units. This part of the affordable housing obligation was to be satisfied by the donation of Lot 4 of the subdivision to Park City, and the construction of the units. These units were eventually relocated from Lot 4 and included in the Park City Heights project.

The affordable housing obligation for Lot 7 was assumed by Physician Holdings when they purchased that lot from Intermountain. The affordable housing obligation for Lot 10 was assumed by Summit County when Lot 10 and its density were ground leased to Summit County for the Public Health/People's Health Building.

The Planning Commission approved an MPD amendment for the Park City Medical Center on October 8, 2014. This MPD amendment was made to facilitate the building of a Medical Support Building attached to the hospital. This project brought the affordable housing of all construction on campus to 43.7 affordable housing units, nearly matching the Park City Heights units.

There is an additional 23.3 units of affordable housing, part of the annexation agreement. Additional affordable housing needs to be provided before the occupancy of unbuilt density on the campus. One of the conditions of approval by the Planning Commission was for Intermountain Healthcare to return to the Planning Commission with a revised affordable housing phasing plan to address options for the location of the remaining approximately 23.3 affordable housing units associated with the MPD.

#### **Current Proposal**

Intermountain Healthcare is working with Peace House to develop a new shelter. Intermountain has entered into a ground lease with Peace House to provide the location for the shelter on part of lot 8 of the subdivision at a cost of \$1 per year. Peace House is planning to build a facility with transitional housing, shelter housing and support services. The total project would be about 25,000 square feet. Part of the funding for the Peace House project is coming from Summit County to fulfill other affordable housing

requirements. Peace House's agreement with Summit County requires them to start construction by March 1, 2017.

The remainder of transitional housing, the shelter housing, and employee housing components of the Peace House project would qualify as affordable housing for Intermountain Healthcare future phases on the Medical Campus. It is estimated that the Intermountain portion of the transitional housing is 2 affordable housing units, the shelter housing is 8.75 affordable housing units, and the employee housing is 1 affordable housing unit. The Peace House project would meet all of Intermountain's affordable housing for the next phase of campus development (9.5 affordable housing units), currently planned for 2019 to 2025. The project also would provide 2.3 affordable housing units to address the obligation of the full build out phase of density approved in the annexation agreement.

Intermountain Healthcare and Peace House are proposing that the new shelter be considered as an affordable housing project. However, before the project can move forward there are some policy issues that the Housing Authority needs to provide direction.

#### *Issue 1*

The annexation agreement was written under the 17-99 affordable housing resolution. That version of the resolution did not specifically include transitional housing as a permitted type of affordable housing. In later versions of the affordable housing resolution the Housing Authority did include transitional housing projects as permitted uses. Intermountain Healthcare and Peace House recommend that the Housing Authority approve this project as a permitted use under the 17-99 resolution.

#### *Issue 2*

The ground lease between Intermountain Healthcare and Peace House has an initial term of 40 years. In addition, Peace House has 2 extensions of 5 years each at their discretion. Intermountain and Peace House recommend that the Housing Authority approve the term of the ground lease as acceptable for affordable housing purposes.

#### *Issue 3*

The annexation agreement states that affordable housing to mitigate the development on the hospital campus may be located there without additional density being required. Therefore the portion of the Peace House project associated with the Intermountain Healthcare affordable housing requirement is exempt from density requirements for the CT zone. The issue relates to the portion of Peace House that is associated with Summit County affordable housing. Is the Housing Authority willing to grant an exemption from density for the county portion of the project? Intermountain Healthcare and Peace House are recommending that this exemption be granted.

#### *Issue 4*

There is an administrative space component to the project. This space is support for the Peace House's mission. Since support space is space that does not exist independent of the primary purpose, Intermountain and Peace House recommend that the administrative space be considered as support to affordable housing and therefore exempt for density purposes.

#### **Future Affordable Housing**

The remaining affordable housing obligation of 11.5 affordable housing units is tied to the full build out phase of the campus development after 2025. Intermountain's plan for any remaining affordable housing AUEs would be to have these units developed off-campus. One option under consideration is to participate with Park City Municipal Corporation if the city develops a shared equity program or other affordable housing assistance program for employees. The second option would be to participate with a private housing development off campus.

## Exhibit B

### Draft Approval for Affordable Housing Mitigation Plan The Medical Campus at Park City Medical Center

#### FINDINGS, CONCLUSIONS OF LAW AND CONDITIONS OF APPROVAL FOR AN AMENDED AFFORDABLE HOUSING MITIGATION PLAN FOR THE MEDICAL CAMPUS AT PARK CITY MEDICAL CENTER

WHEREAS, the owners of the Medical Campus at Park City Medical Center located on Round Valley Drive have a total housing obligation of 90.47 AUEs established within the Annexation Agreement recorded January 23, 2007;

WHEREAS, 44.78 AUEs are fulfilled through development of 28 townhomes within the Park City Heights development and 22.37 AUEs are deferred or transferred through land deals, a total of 23.32 AUEs remain to be fulfilled; and

WHEREAS, the owner submitted a proposed updated housing mitigation plan on May 13, 2015 requesting that a land lease with Peace House be considered as fulfillment of 12.5 AUEs;

NOW, THEREFORE, the Housing Authority of Park City, Utah hereby approves the Housing Mitigation Plan as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Housing Mitigation Plan submitted by the Owner is approved subject to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

#### **Findings of Fact:**

1. The original Annexation Agreement was recorded January 23, 2007.
2. The Housing Authority approved an overall housing obligation equal to 90.47 AUEs in accordance with Housing Resolution 17-99.
3. Construction of 28 affordable townhomes within the Park City Heights development will fulfill 44.78 AUEs.
4. Deferral of units resulting from the construction of the USSA facility equals 10.47 AUEs.
5. Transfer of development rights for one 25,000 square foot medical support building to Summit County for the Health Department and People's Health Clinic equals 5.83 AUEs.
6. Transfer of development rights for one 25,000 square foot medical support building to Physicians Holdings, LLC equals 5.83 AUEs.
7. To date, a balance of 23.32 AUEs remains to be fulfilled.
8. The Owner proposes to lease land to the Peace House for a campus that includes a minimum of the following: 12 transitional housing units of 800 square

feet or larger, 7,200 square feet or more of shelter space, and one employee apartment of a minimum of 800 square feet.

9. The Peace House campus equals a total of 22.5 AUEs of which 10 are in fulfillment of a Summit County housing obligation and therefore removed from the calculation resulting in 12.5 AUEs to count towards the balance remaining in the Owner's housing obligation.
10. The provision of shelter and transitional housing is not offered as an option for fulfillment in Housing Resolution 17-99.
11. The Owner's lease agreement with Peace House is a slight deviation from the current requirements for terms of affordability however they meet the terms required in Housing Resolution 17-99.
12. Lot 8 on which the Peace House campus will be constructed retains no density.

**Conclusions of Law:**

1. IHC's updated Housing Mitigation Plan requests several exceptions to Housing Resolution 17-99.
2. The Owner will fulfill 12.5 AUEs with this Approval.
3. The Owner will have a balance of 11.82 AUEs still to be fulfilled following the completion of this plan.

**Conditions of Approval:**

1. Future density increases for the IHC Medical Campus at Park City Medical Center will be reduced by 10 AUEs or 8,000 square feet.

SECTION 2. EFFECTIVE DATE. This approval shall take effect upon adoption and execution.

PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_ 20\_\_.

PARK CITY MUNICIPAL CORPORATION

\_\_\_\_\_  
Jack Thomas, MAYOR

Attest:

\_\_\_\_\_  
Marci Heil, City Recorder

Approved as to Form:

\_\_\_\_\_  
Mark Harrington, City Attorney

## EXHIBIT C

In connection with the MPD and the Subdivision<sup>2</sup> review and approval processes, on-site storm runoff detention facilities, or approved alternatives, as approved by the City Engineer, may be required. The timing for the construction of such storm run-off improvements shall be determined during the MPD review and approval process (the "Storm Detention Facilities"). The City shall be responsible for the cost of any over-sized on-site Storm Detention Facilities required as determined as part of the MPD (as sized and located to the reasonable satisfaction of Intermountain Healthcare and USSA), and, as and to the extent the Petitioner (or its assigns) shall pay or be liable for any such costs, the Petitioner (or, as applicable, Intermountain Healthcare or USSA) shall receive an appropriate credit or contribution from the City (as determined by the Petitioner and the City during the MPD review and approval process) for any such facilities designed, constructed or configured for the benefit of or to accommodate the needs of the City or any other person or entity.

As part of the MPD review and approval process, the Petitioner (or, as specified in connection with any such assignment, its assigns), the City and the affected parties shall determine and agree on the proportionate costs and/or appropriate credits or contributions from the City for the installation, construction, repair, and maintenance of any excess length, size or capacity storm sewer and/or sanitary sewer lines, power, sewer, and other utility line extensions and related facilities (including without limitation the Storm Retention Facilities and the Water Facilities and Systems, the "Sewer and Related Facilities"), which may be required for the use and development of the Property, or any part thereof, and the provision of municipal services related thereto (with the understanding that the Petitioner (or, as applicable, the respective owners of the Intermountain Healthcare Property or the USSA Property) shall receive an appropriate credit or contribution from the City for the cost of any Sewer and Related Facilities designed, constructed or configured for the benefit of or to accommodate the needs of the City or any other person or entity. The extent to which such Sewer and Related Facilities shall be dedicated to the City, and the required granting of easements therefor, shall also be determined, and agreed to, by the Petitioner (or, as specified in connection with any such assignment, its assigns), the affected parties and the City during the MPD review and approval process.

11. **Affordable Housing Requirement.** Affordable/employee housing shall be provided in a manner consistent with the Findings and Conditions (the "Employee/Affordable Housing"), with the understanding and agreement of the parties that:

a. The Employee/Affordable Housing requirement for development associated with the Intermountain Healthcare hospital (300,000 square feet) is 44.78 "Affordable Unit Equivalents" (as defined in the City's Land Management Code) (the "Units"). Petitioner previously notified the City that it desires to and will donate five (5) acres of the Property (the "City Donated Parcel") to the City. Intermountain Healthcare, the City and the Petitioner have agreed that the foregoing Employee/Affordable Housing requirement shall be satisfied by the Petitioner's donation of the City Donated Parcel to the City as previously committed to by Petitioner, and the other terms and conditions of this Section 11. Within twelve (12) months of the effective date of this Agreement, the City shall determine if the Units are to be located on the City Donated Parcel or at some alternate location within the City, as agreed to by Petitioner (or its assignees), which agreement shall not be unreasonably withheld, conditioned or delayed, (an "Alternate Affordable Housing Location"); provided that, in the event of an Alternate Affordable Housing Location, the Petitioner (and any assignee thereof) shall not have any obligation, cost or otherwise, for the acquisition of any such Alternate Affordable Housing Location; and provided that, in the event the Units are located on any Alternate Affordable Housing Location, the Petitioner (or any assignee thereof) shall not

<sup>2</sup> The Subdivision review and approval process will be a two-part process. The first part of the Subdivision review and approval process will establish the lot lines of the Intermountain Healthcare Property, the USSA Property, the City Donated Parcel, and the City Recreation/Open Space Parcel and, in that connection, allow for the recording of the Subdivision Plat in the official real estate records of Summit County, Utah. The second part of the Subdivision review and approval process will include an amendment to the Subdivision Plat, which will be processed during the MPD review and approval process and, to the extent appropriate, will incorporate any necessary requirements of this Section 10.

incur, or be obligated for, any costs or expenses in excess of those that would be incurred if the Units were located and constructed on the City Donated Parcel. Subject to the foregoing, within twenty-four (24) months of the effective date of this Agreement, the Petitioner (or any assignee thereof) shall either (i) begin construction of the Units on the City Donated Parcel or at the Alternate Affordable Housing Location or (ii) post a financial guarantee in favor of the City in a form, on terms and in the amount set forth in attached Exhibit "F" (the "Financial Guarantee").<sup>3</sup>

The City shall not issue building permits for development of the Intermountain Healthcare hospital in excess of 149,000 square feet until (A) the commencement of construction of the Units on the City Donated Parcel or an Alternate Affordable Housing Location within twenty-four (24) months following the Annexation, (B) a decision is made to locate the Units on property other than the City Donated Parcel, (C) the satisfaction of the Employee/Affordable Housing requirement for development associated with the Intermountain Healthcare hospital by financing or some other arrangement, or (D) the delivery by Petitioner (or its assigns) and acceptance by the City of the Financial Guarantee.<sup>4</sup> Any such Units constructed shall be sold or rented by the Petitioner (or any assignee thereof) at deed restricted prices or otherwise financed consistent with the City affordable housing guidelines.

b. The Employee/Affordable Housing requirement for development associated with the a proposed United States Ski and Snowboard Association, a Utah nonprofit organization ("USSA") facility (85,000 square feet) is 10.71 Affordable Unit Equivalents. The Petitioner previously notified USSA that it desires to and will donate the USSA Property, upon which USSA intends to construct its facilities, to USSA. A total deferral of the required 10.71 Affordable Unit Equivalents will be granted by the City upon, and in exchange for, the donation of the USSA Property by the Petitioner to USSA as previously committed to by Petitioner. The deferral is contingent upon continued ownership and occupancy by the facility by USSA or another community-based nonprofit organization. Any change in use to a non-community-based nonprofit organization may require that the deferred Employee/Affordable Housing requirements be met by the owner of the USSA Property as contemplated under the Affordable Housing Guidelines and Standards Resolution 10-06.

c. The Employee/Affordable Housing requirement for development associated with the Support Medical Office area (150,000 square feet) is 34.98 Affordable Unit Equivalents. This requirement shall be satisfied with either on-site or off-site units as determined in connection with the development of the Property to which such area relates and, in any case, shall not reduce the square footage available for the Support Medical Office area. The units shall be sold or rented at deed restricted prices or otherwise financed consistent with the City's affordable housing guidelines. Construction of the affordable units may be phased with the construction of the Support Medical Office area; provided that no certificate of occupancy for the Support Medical Office area in excess of 25,000 square feet shall be issued unless construction has commenced on the required Affordable Unit Equivalents hereunder or a financial guarantee (see footnote no. 2, above) has been posted therefor in a form and in an amount acceptable to the City.

<sup>3</sup> The form and amount of any bond or other financial assurance required by the City hereunder shall be determined by reasonably estimating the City's administrative costs (which are estimated to be ten percent (10%) of the total cost of construction of the Units), if the City were required to proceed with construction of the Units or any other affordable housing units/equivalents hereunder, and no more.

<sup>4</sup> By the execution hereof, the City hereby acknowledges and confirms, as of the Effective Date, the delivery by the Petitioner and the acceptance by the City of the Financial Guarantee for the Units, which is in the form, on terms and in an amount required by the City. With the Financial Guarantee, the Employee/Affordable Housing requirement for development associated with the Intermountain Healthcare hospital has been satisfied in its entirety and, as such, is not a condition precedent to the issuance of building permits for development of the Intermountain Healthcare hospital in excess of 149,000 square feet.

d. If the "Units" (as defined in subsection 11(a), above), in fact, are located on the City Donated Parcel, the "Units" will be situated, designed and constructed on the City Donated Parcel in a manner approved, in writing and in advance, by Intermountain Healthcare, in Intermountain Healthcare's reasonable discretion. Any proceeds from the sale or lease of the "Units" on the City Donated Parcel or any Alternate Affordable Housing Location, following their design and construction, shall be retained by and constitute the exclusive property of the entity which constructs the "Units," being either the Petitioner, or any assignee thereof, as the case may be. All utilities shall be stubbed to the City Donated Parcel or any Alternate Affordable Housing Location, on which the Units may be constructed, at no cost to Petitioner (or its assigns) or any other party hereto. Further, neither the Petitioner (and its assigns) nor any other party hereto shall have any obligation, cost or otherwise, for any water rights or interests, nor for any other public fees, except for standard planning review and building permit fees necessary for construction of the Units on the City Donated Parcel (or any Alternate Affordable Housing Location).

12. **Planning Review Fees.** Except as otherwise agreed by the City, otherwise specified in a Development Agreement or in this Annexation Agreement, or as part of the MPD review and approval process (including without limitation any applicable credits and/or "in lieu of tax payments"), the Petitioner (or its assigns) shall be responsible for all standard and customary, and generally-applicable planning, building, subdivision and construction inspection fees imposed by the City from time to time.

13. **Impact and Building Fees.** Except as otherwise agreed by the City, otherwise specified in a Development Agreement or in Sections 8, 9 and 10 of this Annexation Agreement, or as part of the MPD review and approval process (including any applicable credits and/or "in lieu of tax payments"), the Petitioner (or its assigns) shall be responsible for all standard and customary, and generally-applicable, fees, such as development, impact, park and recreation land acquisition, building permit and plan check fees due and payable for construction on the Intermountain Healthcare Property, the USSA Property or the remainder of the Property at the time of application for any building permits.

14. **Acceptance of Public Improvements.** Subject to fulfillment of all the conditions of the applicable City ordinances and, further, the City's final approval of the construction of any such public improvements, those roads, streets, water facilities, utilities, and easements as may be agreed by the City, Intermountain Healthcare and/or USSA in connection with the MPD review and approval process (the "Public Improvements"), shall be conveyed and dedicated to the City, for public purposes. Following any such dedication, the City shall be responsible for the maintenance, repair and replacement of any and all such Public Improvements.

15. **Snow Removal and Storage.** Other than as the City may determine necessary or appropriate for the Trails, the City shall not be obligated to remove snow from roads, streets or similar improvements within the Property, until acceptance of the dedication thereof pursuant to the applicable City ordinances or this Annexation Agreement.

16. **Fiscal Impact Analysis.** The fiscal impact analysis prepared by the City Budget, Debt and Grants Department was reviewed, accepted and approved by the City Planning Commission on November 10, 2005. The analysis includes revenue and cost assumptions related to the Annexation and development of the Property and it is hereby accepted and approved by the City as part of this Annexation Agreement.

17. **Traffic Mitigation.** A comprehensive traffic review and analysis of the surrounding properties and jurisdictions was performed by a traffic consultant, Horrocks Engineers, and additional analysis was performed by the City's consultant, Rosenthal and Associates (together referred to herein as the "Traffic Studies"). Any such mitigation measures (inclusive of the "Roadway Access Costs" (as defined below and contemplated under the Findings and Conditions, the "Traffic Mitigation Measures")) shall be implemented in a manner consistent with the Findings and Conditions; provided that any costs or expenses shall be proportionately allocated among all affected persons and entities, including without limitation the City; and provided that neither the Petitioner nor its assigns shall be obligated to take or

## EXHIBIT D



Resolution 17-99

### **RESOLUTION ADOPTING AFFORDABLE HOUSING GUIDELINES AND STANDARDS FOR PARK CITY, UTAH**

WHEREAS, the City Council adopted Resolution No. 37-91 on December 5, 1991 which establishes policies to support and increase affordable housing in Park City; and

WHEREAS, in 1994 the City Council convened a Housing Advisory Task Force to review and make recommendations on the City's housing strategies due to the dramatic increase in land costs and a concomitant rise in the cost of all housing in the community; and

WHEREAS, The Housing Advisory Task Force and annual housing studies conducted by the City concluded that the rise of housing costs has outpaced the increase in wages in the service sector areas of the resort based economy and has resulted in making housing unaffordable to working residents of the City; and

WHEREAS, the Task Force and Council targeted the population to be served by these efforts as essential services workers such as police, teachers, firemen, service workers and long time community residents; and

WHEREAS, the out-migration of service and community based workers has resulted in a deterioration of community character and threatens the city's economic success; and

WHEREAS, it is in the best interest of the community to formulate guidelines and standards to establish consistent criteria for review of project applications, annexation petitions, resort or ski area expansions, and other development actions where affordable housing is needed to mitigate the impact of the project on the community; and

WHEREAS, the Council has considered standards in other resort communities, and those implemented by State and Federal Housing and Community Development Departments and has conducted local rental and residential market studies for Park City, and solicited input from the Affordable Housing Task Force; and

WHEREAS, the cost of providing affordable housing should not be disproportionately borne by any single sector of the community and any solutions should equitably apportion the costs based on impact generation, growth inducement and the underlying goal to

provide a cross section of units in our community in order to maintain a healthy economy and diverse population; and

WHEREAS, the City Council supports at this time the creation of for-sale properties versus rental properties because of the overwhelming demand for affordable residential homes.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Park City, Utah as follows:

**SECTION 1. ADOPTED HOUSING STANDARDS AND GUIDELINES.** The following housing standards and guidelines are hereby adopted:

**SECTION 2. DEFINITIONS/APPLICABILITY.**

A. Application: These standards shall apply to all new housing obligations as noticed in Resolution No. 6-94. Prior agreements on density or configuration shall take precedence over these standards. However, all rental and for-sale guidelines and time limitations as described below shall apply.

B. Purpose: The purpose of this Resolution is to ensure that new development does not adversely affect the supply of affordable housing in the City and to maintain the social, economic and political fabric of its community character. The purpose is also to ensure that the affordable housing requirement is satisfied in direct proportion to the original sale of lots or square footage within the project.

C. Review: This ordinance shall be reviewed by the Housing Authority every two years to ensure that these standards are meeting the housing goals and objectives as determined by the City Council.

D. Definition of Affordability: Housing that is deed restricted in perpetuity to limit its end-user costs (rent or mortgage plus taxes and utility allowance) to 30 percent or less of the gross household income. (Household means one or more persons living together as a single housekeeping unit.)

E. Housing Authority: The Housing Authority is composed of the Park City Municipal City Council members and meets according to Utah State statute.

F. Single Room Occupancy - SRO. A single room with shared kitchen and/or living room facilities. Congregate type living for groups of unrelated individuals.

**SECTION 3. CITY ASSISTED PROJECTS**

**Minimum Unit Size Standards for City Assisted Projects**

SRO	200 square feet
Studio	400 square feet
1 bedroom	600 square feet
2 bedroom	800 square feet
3 bedroom	1,200 square feet

4 bedroom . 1,400 square feet

Modifications to the minimum unit standards may be made by the Housing Authority based upon such factors as housing configuration (detached vs. attached), provisions of public benefits, such as shared common living areas, or additional project amenities such as communal facilities and/or open space areas.

Unit Types for City Assisted Projects

Specific product types shall be determined by the Park City Housing Authority with advice from Mountainlands Community Housing in accordance with site constraints, the market need as outlined in the annual Housing Affordability update published by the City, and the procedures and standards in this resolution. The following are provided as guidelines on appropriate housing types:

**Types of Units to serve seasonal employees:**

**Rental:**

Dormitories  
Efficiency Apts.  
Single Room Occupancy (SRO)  
Studios  
Accessory Apartments  
2/3 bedrooms

**Types of Units to serve long - term employees:**

**For Sale:**

Duplex/Triplex  
Twinhomes  
Detached units  
Condominium units  
Mixed bedroom size  
Assisted/Independent living units

**Maximum Rent Guidelines:**

The housing units shall be provided for persons in Park City at or below 100% of the Summit County median income.

The maximum rent guidelines will be annually adjusted administratively by using Housing and Urban Development (HUD) Annual Adjustment Factors and the annual Park City Municipal Housing Affordability Update.

**For Sale Guidelines:**

The housing units shall be provided for persons in Park City at or below 100% of the Summit County median income.

City Assistance Standard.

The Housing Authority may provide financial assistance up to \$5,000 per unit regardless of unit size or configuration. Land lease or land acquisition is also negotiable.

Target Groups

Policies and programs should be developed for those who live and work in the Park City area. The Park City area is defined as the Park City School District limits which includes Snyderville Basin. While it is recognized that different solutions will be necessary for different groups and that some individuals may fit several groups, the following target groups should be given priority in any city assisted project.

- A. "Essential" public and private service workers: Park City School District, Park City Fire District, Park City Municipal Corporation, Snyderville Basin Sewer Improvement District.
- B. Full time (30 hours of employment per week) employees of businesses located in the City limits.
- C. A resident of the City for the prior 24 months.
- D. An owner or owner's representative of a business within City limits.
- E. Senior citizens
- F. Physically and/or mentally challenged individuals.

Limitation Period.

Limitations shall remain in effect for a minimum of 21 years. First right of refusal and/or option to purchase shall be granted to the Housing Authority. The Authority shall have 90 days to respond or assign the above-described rights. Longer terms of limitation may be negotiated on individual projects as directed by the Housing Authority. This limitation period may also be reduced based upon the provision of additional public benefits such as preservation of historic structures or other community benefits as negotiated by the Housing Authority.

Review

The Housing Authority shall review and approve the housing plan if it complies with these standards, addresses the need for affordable housing, and is consistent with the General Plan and Land Management Code. The Housing Authority may require a bond or other security approved by the City Attorney guaranteeing compliance with the Plan. The Housing Authority shall invite Mountainlands Community Housing to make a formal recommendation to the Housing Authority prior to adoption of the plan. Specific unit types, mix and targeted incomes shall be determined through this process.

a) Criteria for Review

1. Define the need for units at the time the project is proposed.
2. Define the population served.
3. Define how the plan integrates, not segregates, various product types and income levels.
4. How do Mountainlands Community Housing recommendations relate to the plan?

5. Is the developer's participation at least of equal value to the financial commitment made by the Housing Authority?

#### **SECTION 4. ANNEXATIONS AND MASTER PLANNED DEVELOPEMENTS.**

##### Applicability

This section shall apply to:

1. Annexations; and,
2. Master Planned Developments,(MPD), of 50 residential units or more and/or commercial mixed use projects of 5,000 square feet of space (gross).

##### Mitigation Required

Any development subject to this section shall mitigate for impacts to affordable housing by satisfying the requirements set forth below.

##### Housing Mitigation Plan

A Housing Mitigation Plan shall be submitted to the Housing Authority for review. The Housing Mitigation plan shall be evaluated based on the following:

1. compliance with the standards set forth below;
2. ability to address the need for affordable housing; and,
3. consistency with the General Plan and Land Management Code.

##### Implementation

The strategy for meeting the housing obligation must be specified in the annexation or MPD agreement. Phasing and satisfaction of this obligation shall be described in the annexation agreement for each project and/or further described under the Housing Mitigation Plan. Construction of the restricted units shall be concurrent with the development of market rate units unless other alternatives are specifically agreed upon by the City Council during the annexation process.

##### Standards:

The following standards shall be met when developing and implementing a Housing Mitigation Plan:

##### 1. Mitigation Requirements

Fifteen percent (15%) of the total residential units constructed shall be provided for affordable housing. Housing shall also be provided for twenty percent (20%) of employees generated by the retail, restaurant, hotel, and office components of the project.

The Housing Authority reserves the right to increase or decrease the mitigation percentages (by amending this resolution) based on the Annual Housing Affordability Update conducted by City and other compelling market data as presented by the staff and community.

##### 2. Unit equivalents, type and size and Maximum rent and for sale restrictions of affordable units

The following table outlines the unit type and maximum rent and sale price for the residential and commercial component of a project. Projects may construct any combination of affordable unit types contained in Table 1 provided that the total required affordable housing unit equivalent is met. The housing unit types, and sizes shall be delineated through the Planning Commission process with advice from Mountainlands Community Housing.

**Option A. Average generation and Median Wage Income for project.**

The following average project generations are made by the City and may be selected by the developer for satisfaction of the rental/for sale maximums.

**Table 1. 1999 Affordable Housing Unit Standards**  
**Average generation and Median wage/income for Projects**

<u>Unit Type</u>	<u>Unit Equivalent</u>	<u>Square Footage</u> Note 4	<u>Rent Calculation</u> Note 1 & Note 2	<u>Employee Equivalent</u>	<u>Max. rent monthly</u> Note 3	<u>Purchase Price</u> Note 3
SRO	.25	200	17680 x .30/12 x .57	1	\$252	\$38,329
Studio	.50	400	17680 x .30/12 x .91	1	\$402	\$59,781
1 BR	.75	600	17680 x .30/12 x 1.24	1	\$548	\$80,662
2 BR	1	800	17680 x .30/12 x 1.49	2	\$658	\$96,394
3 BR	1.25	1200	17680 x .30/12 x 1.74	3	\$769	\$112,269
4BR	1.50	1400	17680 x .30/12 x 2.07	4	\$915	\$133,150

**Note 1.** Employment Factor = 2.9 employees per thousand sf of commercial space is an average of data produced by Rosenthal & Associates after an employee generation study was commissioned by Park City Municipal in 1997. Median Wage \$8.50 - annualized wage is \$17,680 (8.50 x 2080(hours)). The data are based on survey information, interviews with local businesses, Chamber/Bureau data, and State Labor information. Supporting data and assumptions are included in the Park City Housing Data Handbook 1999.

**Note 2.** Rent calculations assumptions are explained in the Park City Housing Data Handbook 1999. Income adjustments for households are made by adjusting the same factors that the Department of Housing and Urban Development uses for local market conditions.

**Note 3.** Rent/mortgage will be no more than 30% of the resident's income as defined in Section 2 (D). Purchase price is maximum mortgage for unit type. The maximum rent and purchase price guidelines will be adjusted administratively, annually, using Housing and Urban Development (HUD) Annual Adjustment Factors and the annual Park City Municipal Housing Affordability Update.

**Note 4.** In order to meet the unit obligation common area and common facility configuration must accommodate unrelated individuals and be according to City health and safety standards.

**Example:**

A mixed use project with 184 residential unit equivalents (UE's) and 90,000 square feet of commercial space.

**The Residential Requirement:**

184 UE's X 10%=18.4 units which could be satisfied with a variety of unit configurations (see examples below).

<u>SRO</u>	<u>Studio</u>	<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>	<u>4 Bedroom</u>	<u>Total UE's</u>
	1		18			18.5
10	6	4	3	3	2	18.5
		1	1	10	3	18.75

**The Commercial Requirement:**

90,000 sf X 20% X 2.9 = 52.2 =53 employees which could be satisfied with a variety of unit configurations (see examples below).

<u>SRO</u>	<u>Studio</u>	<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>	<u>4 Bedroom</u>	<u>Total E.E.'s</u>
	1		26			53
10	6	4	8	3	2	53
		5	1	10	4	53

**Option B - Median Wage for Project**

This alternative would calculate the actual median wage for the project and direct 100% of the required mitigation to this target group. An employee generation study would be calculated and then the median wage would be determined based on the number of employees generated. The data provided in the Park City Housing Data Handbook 1999 allows the developer and staff to calculate the employee generation numbers and the estimated annual average earnings for workers.

The housing unit type, and sizes shall be delineated through the Planning Commission process with direction from Mountainlands Community Housing. Projects may construct any combination of affordable unit types contained in Table 1 provided that the total required affordable housing unit equivalent is met.

**Example:** See Table 1 and adjust as noted below

Employment factor - calculate employee generation for specific project (see Park City Housing Data Handbook 1999 for numbers)	Median Wage - calculate from handbook once employees types and numbers are known
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**Decrease in Required units**

If the developer elects to provide units below 45% of the Summit County Median Income (SCMI), and the rental or purchase price is below the average wage assumption alternative or independent

calculation, then the Housing Authority may reduce the total obligation of units required by the developer based on the following table:

<i>Median Income Summit County 1999</i>	<i>Rent calculation (2 bed standard)*</i>	<i>Maximum Mortgage (2 bed standard)*</i>	<i>Unit reduction per unit equivalent or employee equivalent</i>
<i>\$64,200</i>			
45% \$28,890	\$577	\$84,929	.25
40% \$25,680	\$513	\$75,513	.50
35% \$22,470	\$449	\$66,092	.75
30% \$19,260	\$385	\$56,671	1
Median Income data can be found at <a href="http://www.huduser.org">http://www.huduser.org</a>	* Income adjustments for households are made by adjusting the same factors that the Department of Housing and Urban Development.	*Calculation methodologies are detailed in the Park City Housing Data Handbook 1999	

Suggested Unit Types

The following are provided as guidelines on appropriate housing types:

**Types of Units for seasonal employees:**

**Rental:**

- Dormitories
- Efficiency Apts.
- Single Room Occupancy (SRO)
- Studios
- Accessory Apartments
- 2/3 bedrooms

**Types of Units for long-term employees:**

**For Sale:**

- Duplex/Triplex
- Twinhomes
- Detached units
- Condominium units
- Mixed bedroom size

3. Location/Development alternatives.

Affordable Housing units shall be constructed on the project site, unless the developer can demonstrate to the Housing Authority compelling evidence (density or design) that the project should not accommodate on-site units. Subject to Housing Authority approval, the following location alternatives, in order of preference, are available:

1. Construction of affordable units within the Park City limits;
2. Construction of affordable units within the School District boundaries;
3. Land donation;
4. Acquisition of off-site units within Park City limits subject to Housing Authority approval; and,
5. Payment of in lieu fees. The fee is structured on the subsidy gap that is required to construct rental and for-sale units, not on the actual cost of construction. For 1999 the figure is \$59,828 per unit.

These figures are based on 1999 costs and will need to be administratively adjusted to reflect market costs at the time of project approval. The in-lieu fee figure can be reduced by the Housing Authority if the payment occurs in the first two years of the development process and results in a partnership that leverages the immediate production or purchase of units. Methodology for the in lieu fee calculation can be found in the Park City Housing Data Handbook 1999.

4. Design/Site criteria

Projects shall be integrated in design and in income. Large scale projects that provide the same unit type at the same price or rent and that are isolated from community services and public transportation are discouraged. Smaller projects located near community services that provide for mixed income levels are preferred.

5. Limitation Period.

Rental rates and resale price limitations shall remain in place for a minimum of 40 years, with perpetuity being the preferred alternative. First right of refusal and/or option to purchase shall be granted to the Housing Authority. The Authority shall have 90 days to respond or assign the above-described rights. Longer terms of limitation may be negotiated on individual projects as directed by the Housing Authority. This limitation period may also be reduced based upon the provision of additional public benefits such as preservation of historic structures or other community benefits as negotiated by the Housing Authority.

**SECTION 5. INDEPENDENT CALCULATION**

An applicant may submit an application for independent calculation requesting modification to the following:

- a) Unit Standards;
- b) Limitation Standards;
- c) Unit Equivalents; and,
- d) In Lieu Guidelines cost calculations.

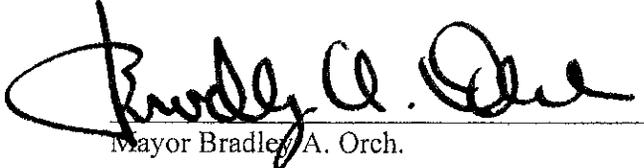
The application for independent calculation shall be reviewed by the Housing Authority. If the material in the application demonstrates by substantial competent evidence that there is reasonable basis to modify the standards listed above because of unique circumstances related to the proposed

development, the Housing Authority shall approve the independent calculation and make the relevant modification.

**SECTION 7. EFFECTIVE DATE.** This Resolution shall take effect upon adoption by the City Council.

PASSED AND ADOPTED this 17th day of June, 1999.

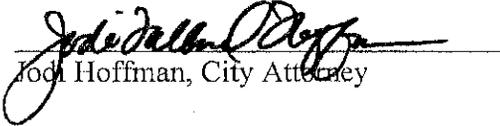
PARK CITY MUNICIPAL CORPORATION

  
\_\_\_\_\_  
Mayor Bradley A. Orch.

Attest:

  
\_\_\_\_\_  
Janet M. Scott, City Recorder

Approved as to form:

  
\_\_\_\_\_  
Josh Hoffman, City Attorney

