

CWC
STAKEHOLDERS COUNCIL
March 20, 2019

Wifi Network: Millcreek Guest
Password: Millcreek

Initial Goals Setting

CWC Stakeholders Council Meeting
March 20th, 2019

Presentation Agenda

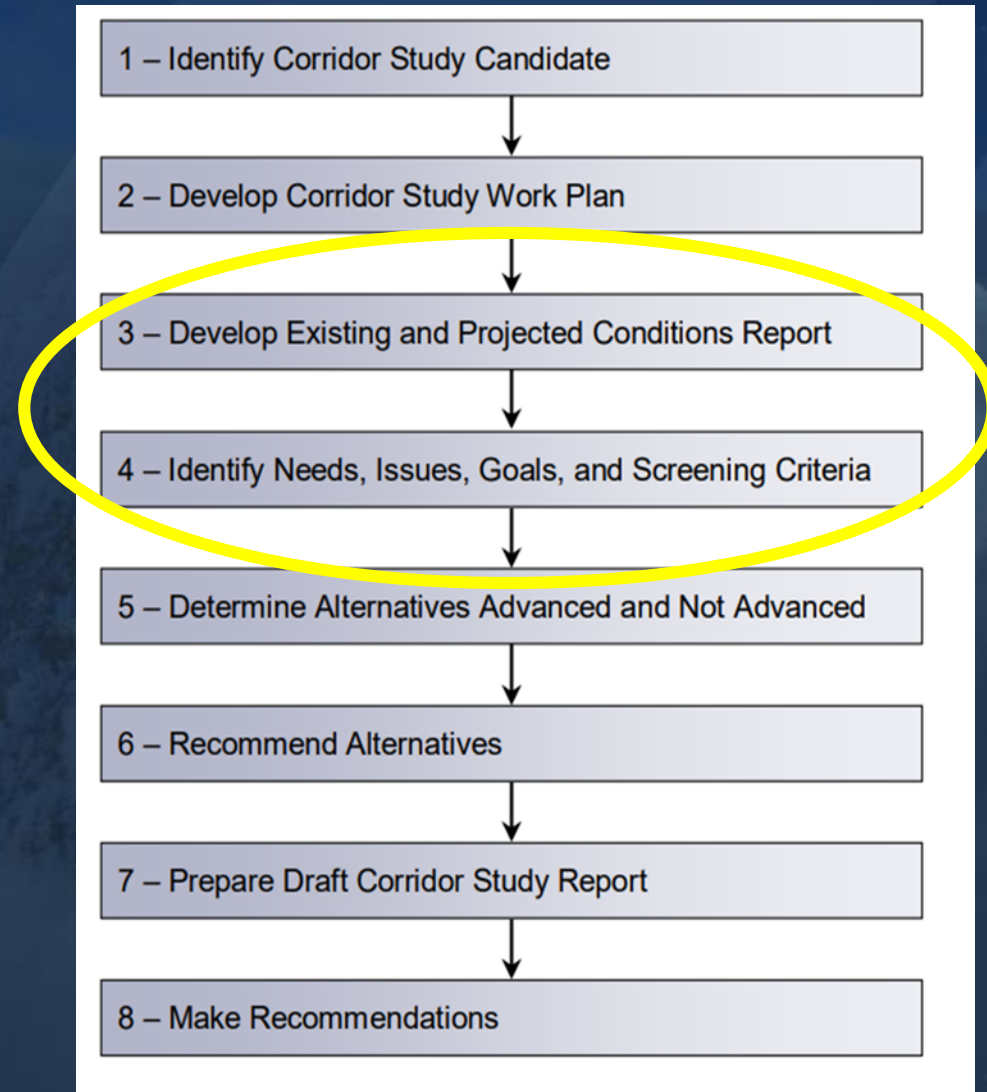
- TAP Update, Process & Next Steps
- Previous Studies
- **Initial Goals**
- Review Prioritization Methodology

TAP Update

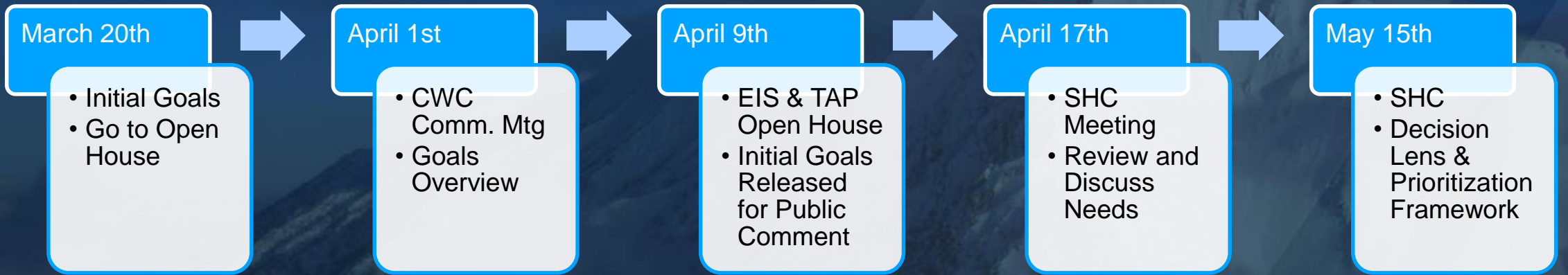
- Kicked Off Monday 18th
 - Goal of Developing a Prioritized List(s) of Projects & Improvements
 - Integrating Multiple Planning Processes (PEL & Prioritization)
 - Today Focus on Initial Goals
- *Tolling Revenue Study*
(Includes Public Survey)
 - *Funding Pathway Guide Book*
(Tentative April 1st Presentation)
 - *Parking Structure Sizing and Conceptual Layout*
 - *Transit Alternatives Analysis*
(Gondola, Rail, Bus)
 - *Early Action Projects*
 - *Stakeholder 1 on 1 Interviews*
 - *Project Needs/ Identification*

Planning and Environmental Linkage (PEL) Process

- Eliminates duplication of effort in planning and NEPA.
- Early collaboration with stakeholder about future transportation decisions.
- Accelerates project delivery.
- Better environmental outcomes.



Next Steps



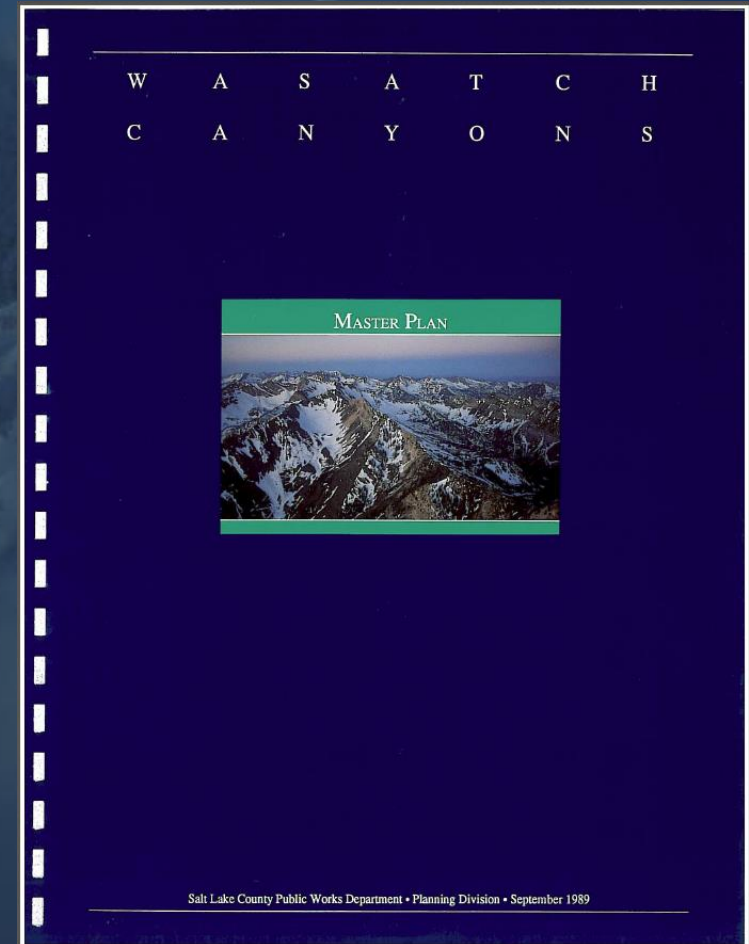
Existing Conditions & Needs

Previous Studies Needs

	Increased Transit	Tolling	Public Info	Avalanche Mitigation	Mtn. Trans.	Cycling	Trailheads	Air Quality	Parking
SLCo Wasatch Canyons Master Plan - 1989	X	x	x	x	x	x	x	x	x
Wasatch Canyons Tomorrow - 2010	X			x	x	x	x	x	x
Mountain Transportation Study -2010	X	x							x
Mtn. Accord - 2014	X			x	x	x	x	x	x


Wasatch Canyons Master Plan –1989

- The HWY transportation goal of the plan is to reduce private vehicular traffic in the canyons during peak periods.
- Small parking areas should be developed for dispersed recreation use.
- Measures should be implemented to discourage private automobiles use and to encourage mass transit in short term.
- Long term a mountain transportation system should be designed and pursued.
- Establishment of park and ride facilities to serve BCC/LCC should occur immediately.




Mountain Accord Goals – 2014

- Provide integrated multimodal transportation choices for residents, visitors, and employees.
- Ensure the transportation experience is reliable and facilitates a positive experience.
- Ensure the transportation experience is safe and promotes health.
- The transportation system supports the natural and intrinsic values of the Central Wasatch.


MOUNTAIN ACCORD
TRANSPORTATION SYSTEM GROUP

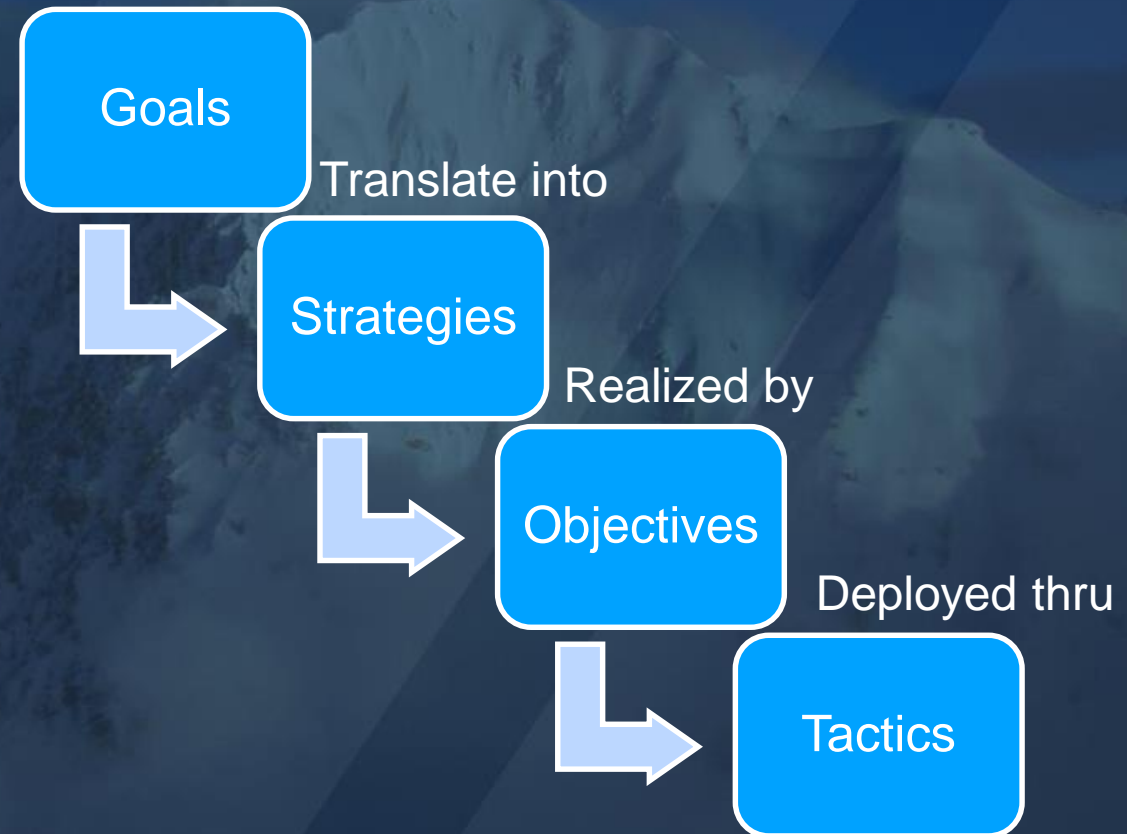
Vision:
 The Central Wasatch transportation system is integrated within the fabric of community values and lifestyle choices, supports land use objectives, and connects to the overall regional network. We meet the growing demand for access to and within the Central Wasatch Mountains through a dynamic and sustainable multi-modal mountain transportation system that provides year-round transportation choices to residents, visitors and employees, improves safety and efficiency, and is compatible with the unique environmental characteristics of the Central Wasatch.

Goal	Metrics
Provide integrated multimodal transportation choices for residents, visitors, and employees.	<ul style="list-style-type: none"> • Increase percent of trips to-and-from mountain destinations accommodated by alternate modes (i.e. non single occupancy vehicles, mode split) • Provides access to a range of destinations (activity and development centers as well as dispersed recreation) • Provides benefit within the regional transportation system (e.g. reduces demand or provides an alternate choice on congested corridors)
Ensure the transportation experience is reliable and facilitates a positive experience.	<ul style="list-style-type: none"> • Reduce system susceptibility to risks caused by avalanches, rockslides, inclement weather, and incidents • Leverage parking to support the transportation system and provide reliable user experience • Flexible capacity to accommodate daily and seasonal fluctuations in demand
Ensure the transportation experience is safe and promotes health.	<ul style="list-style-type: none"> • Positive influence on high-accident locations • Ability to provide evacuation alternatives • Accommodate and encourage bike and pedestrian use of transportation corridors • Reduce Vehicle Miles Traveled (VMT) to improve air quality and provide other environmental benefits
The transportation system supports the natural and intrinsic values of the Central Wasatch.	<ul style="list-style-type: none"> • Mitigates need to expand surface parking in sensitive natural areas • Avoids negative impacts to priority environmental areas

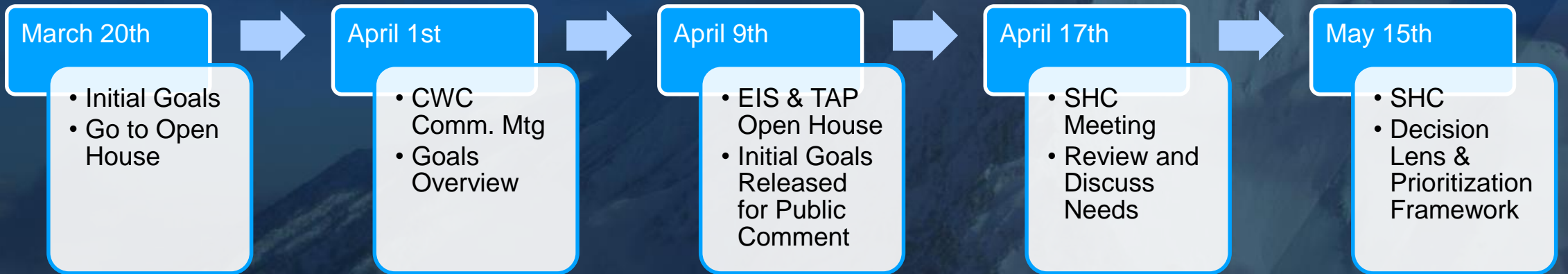


Prioritization Methodology

- **GOAL:** A broad primary outcome.
Mountain Accord goals for transportation.
- **STRATEGY:** The approach you take to achieve a goal.
'Increase transit availability'. Could include bus, gondola and train.
- **OBJECTIVE:** A measurable step you take to achieve a strategy.
'Bus service with 10% ridership'
- **TACTIC:** A tool you use in pursuing an objective aligned with your strategy.
'Purchase 50 new buses'



Next Steps



Existing Conditions & Needs



END