

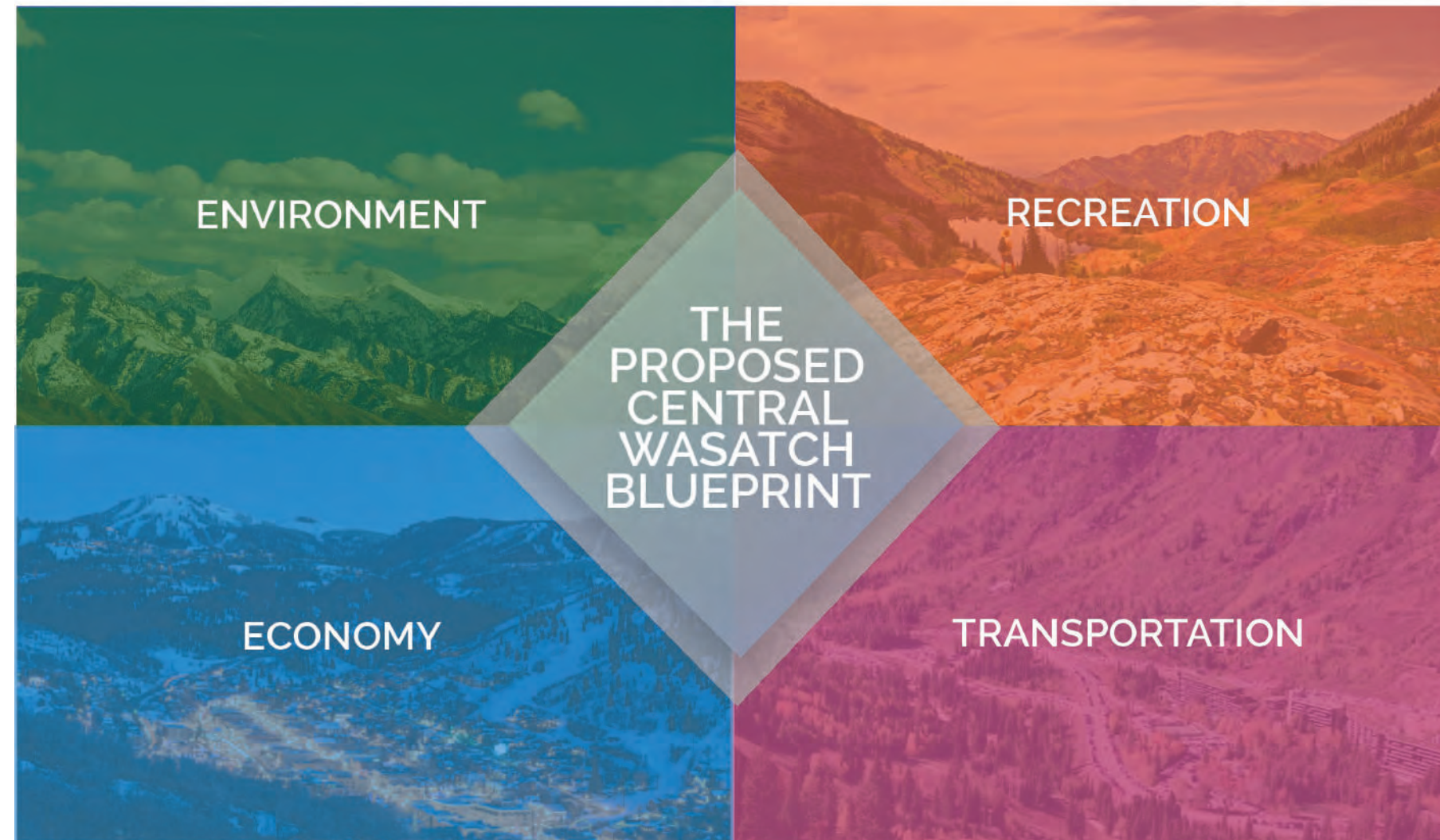


MOUNTAIN ACCORD

THE PROPOSED CENTRAL WASATCH BLUEPRINT

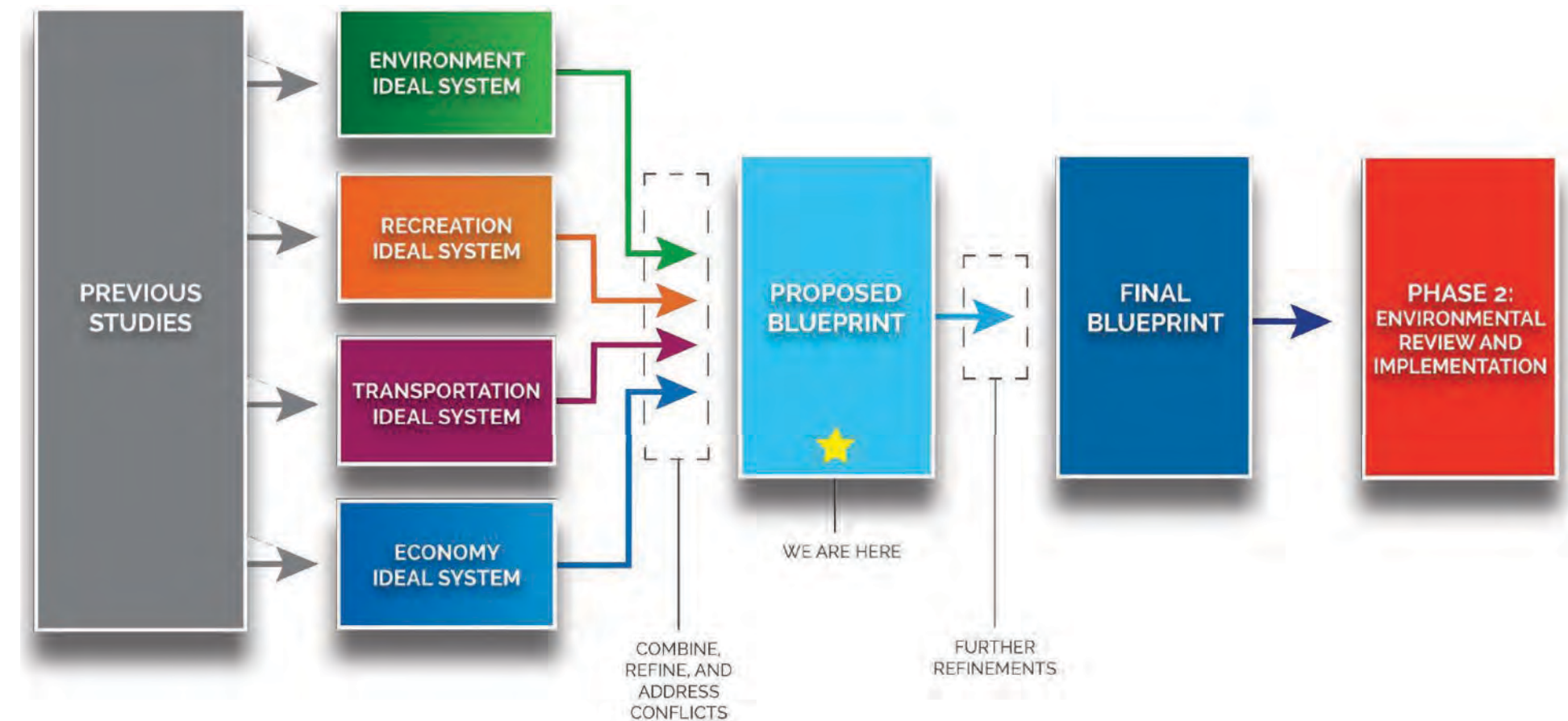
MOUNTAIN ACCORD

The Central Wasatch mountains are one of Utah's most pristine and valuable natural resources. In the face of a rapidly growing population, those resources will be at increased risk unless action is taken now. Mountain Accord was established to make critical decisions and implement solutions to preserve the Central Wasatch and ensure long term vitality.



Mountain Accord has developed a proposed Blueprint for the future that balances the four systems of the Central Wasatch mountains – environment, recreation, transportation and economy. Over the last year, Mountain Accord brought together more than [20 organizations](#) and nearly [200 stakeholders](#) and experts to help develop visions and goals and define an "ideal" future for each system. This unprecedented collaboration helped create a proposed Blueprint for the future that includes responsible stewardship of natural resources, quality recreation experiences, an environmentally sustainable transportation system, and a vibrant economy.

MOUNTAIN ACCORD PROCESS

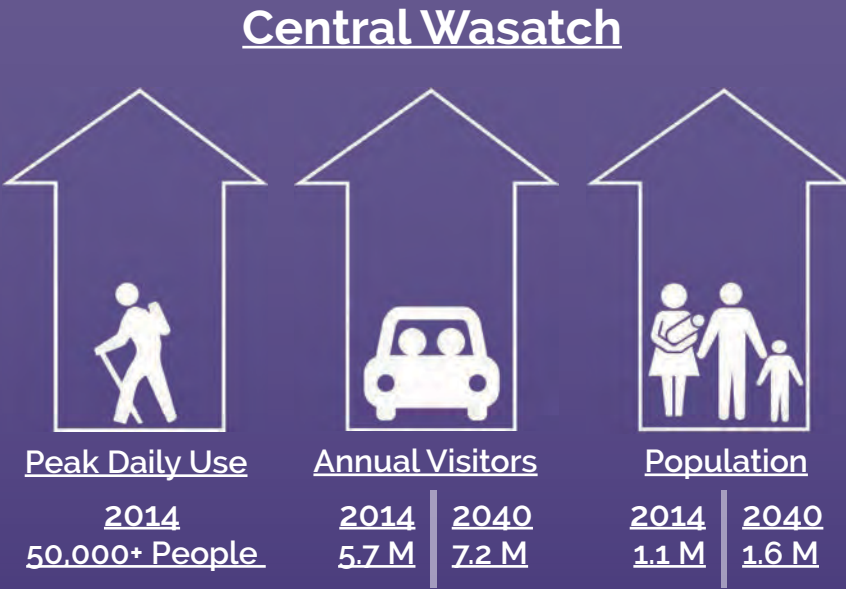


Your input is vital in determining the future of one of Utah's most important resources. Tell us what you think of the proposed Blueprint! Review the Blueprint details and **COMMENT HERE** by March 16.

WHY MOUNTAIN ACCORD?

The legacy of one of Utah’s most important resources could be lost if we do not take action today.

Growing population and visitation, sprawling development and congestion, as well as a changing climate, are putting increasing pressure on sensitive mountain environments and our quality of life. 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.

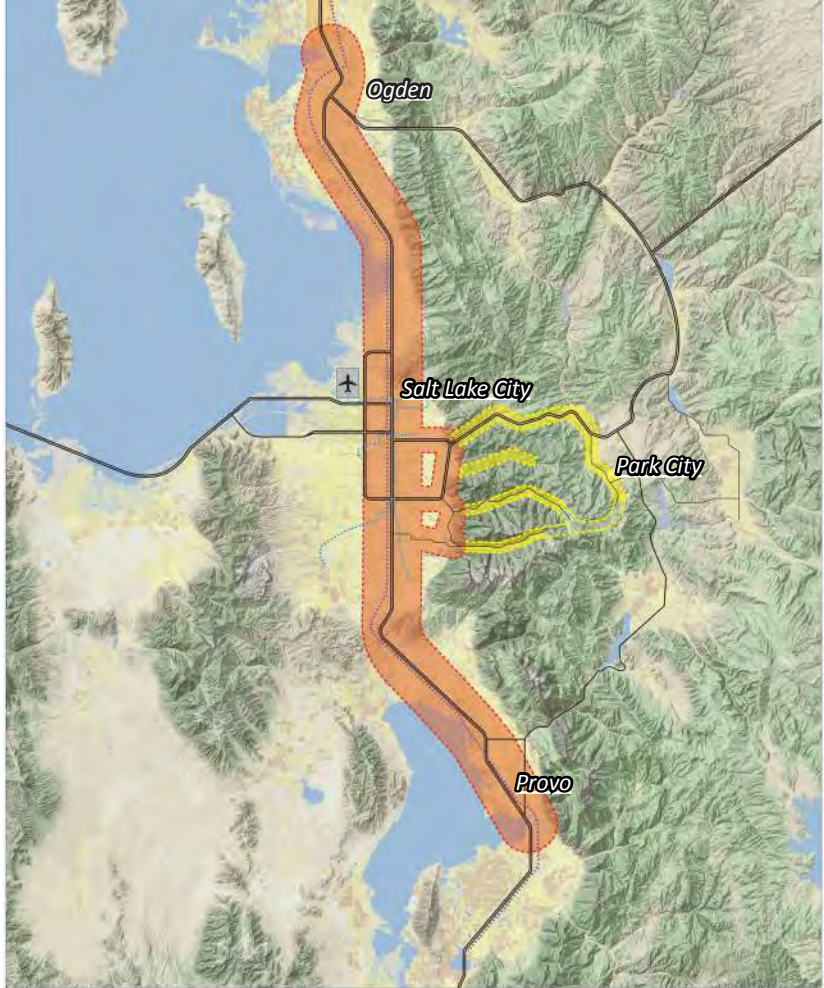


Major traffic jam, perhaps the worst ever, clogs Park City roads
Not even Sundance compares to the gridlock on Monday, police say
Jay Hamburger, THE PARK RECORD
POSTED: 12/30/2014 04:37:40 PM MST

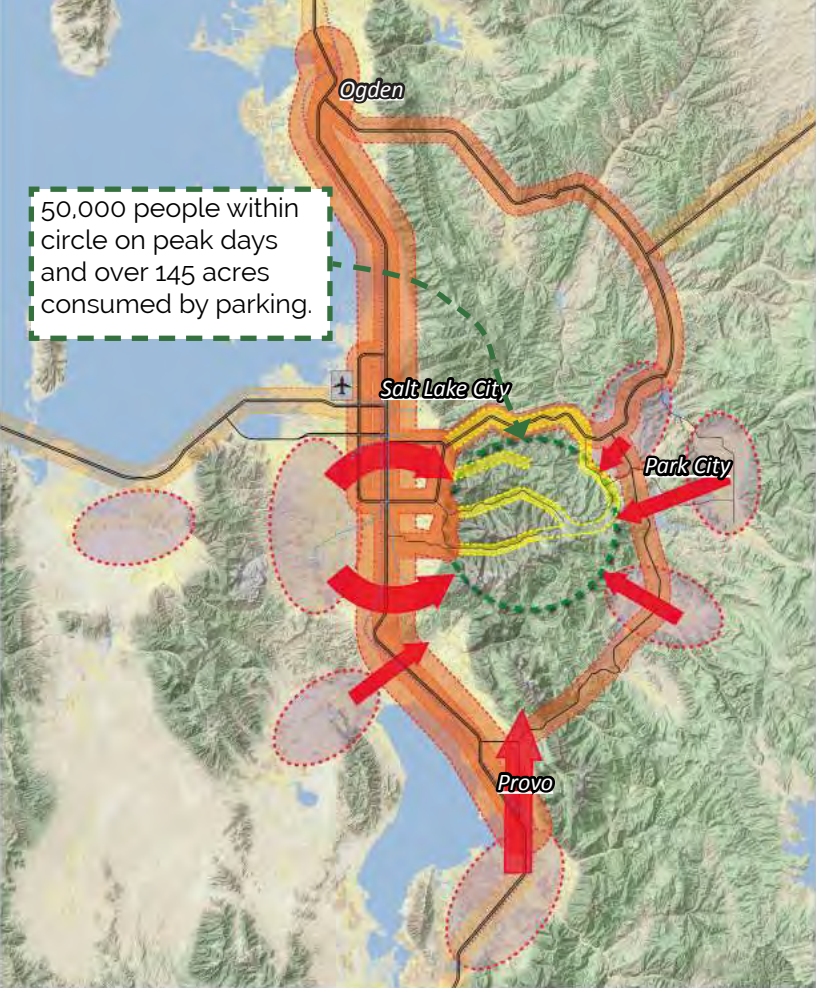
Fight erupts over ownership of land above Brighton
By Mike Gorrell The Salt Lake Tribune
Published September 25, 2012 9:59 am

Water world: Can the water supply be protected as the state grows?
By Amy Joi O'Donoghue, Deseret News

TRADITIONAL URBAN GROWTH PATTERN



EMERGING CENTRAL WASATCH GROWTH PATTERN



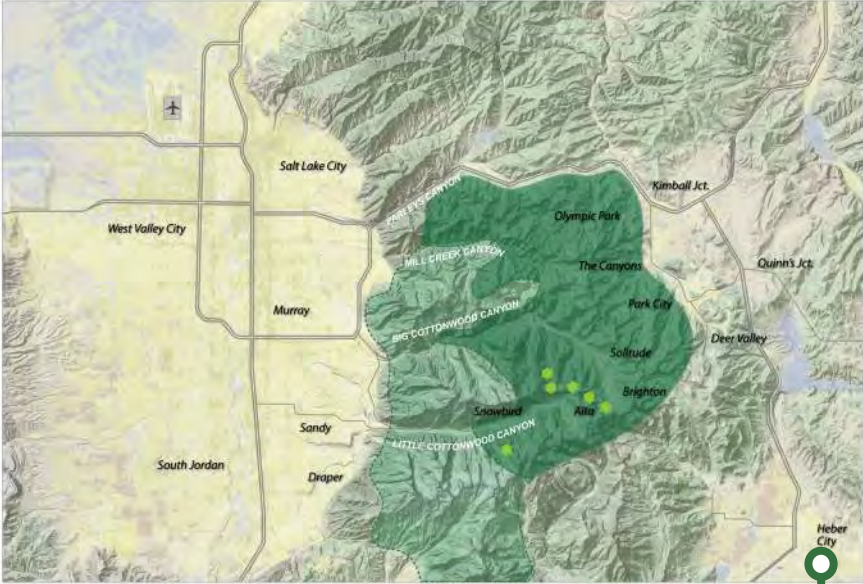
- Urbanizing Area
- Area Under Pressure
- Other Major Transportation Corridors
- Development Pressure
- Mountain Access Corridors
- Regional Development Corridors

The traditional pattern of urban growth (map, left) has included development along the I-15 corridor and Wasatch Front. Open areas that once separated the three major cities of Ogden, Salt Lake City, and Provo, have disappeared as development has filled in the gaps.

Urban growth once confined to the Wasatch Front is now emerging along the Wasatch Back (map, right). The qualities that once characterized this area will disappear along with the rural landscape that has provided welcome contrast and relief from the urbanized Wasatch Front. The combined development pressures and growth along the Wasatch Front and Back exert tremendous stress on our natural resources, communities, and infrastructure.

PROPOSED KEY ACTIONS

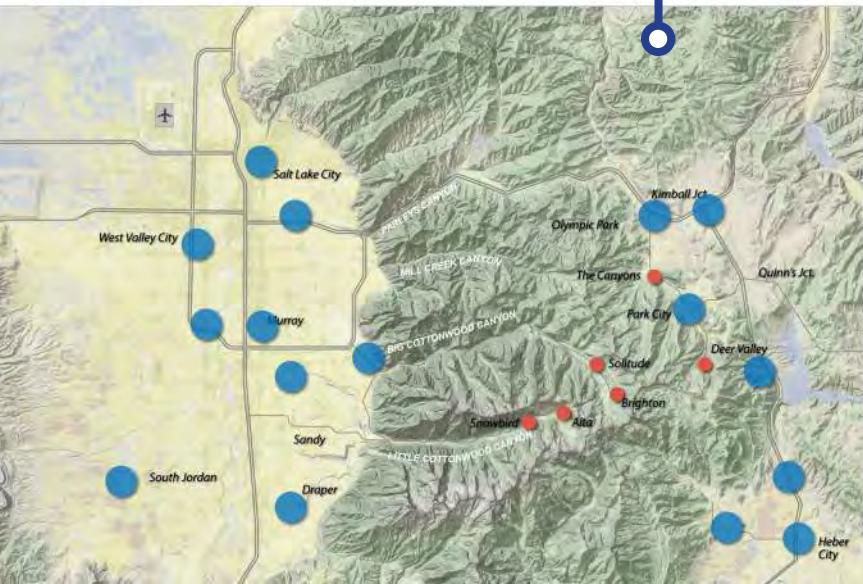
LAND and OPEN SPACE PROTECTION



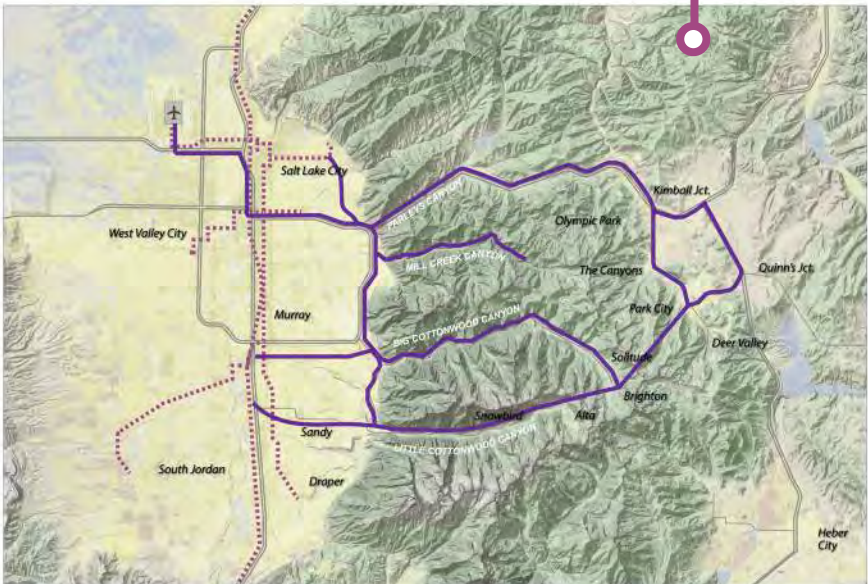
RECREATION TRAIL NETWORK



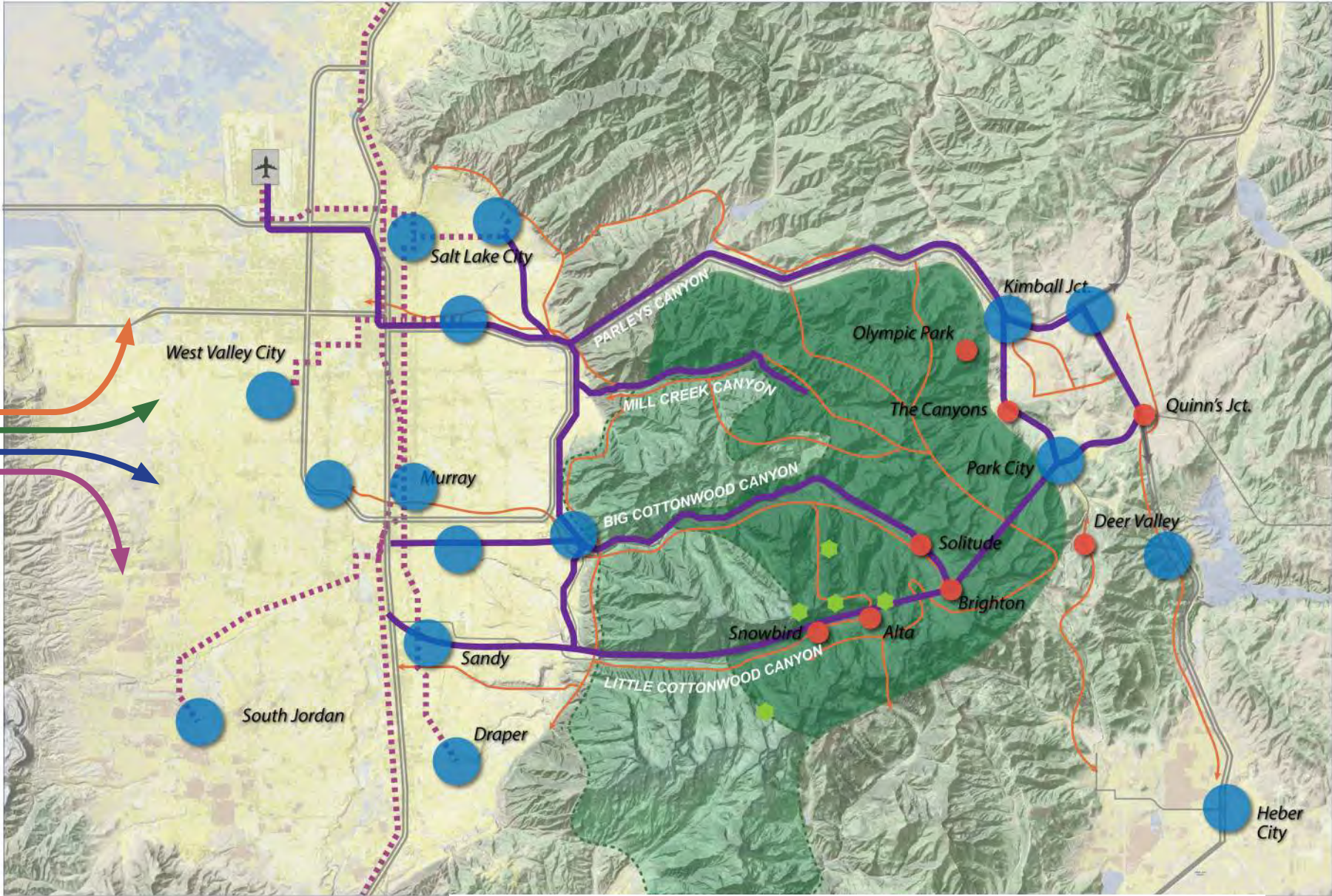
ECONOMIC and RECREATION CENTERS



TRANSIT CONNECTIONS



THE PROPOSED CENTRAL WASATCH BLUEPRINT



ENVIRONMENT

Land and water protections safeguard the natural resources that sustain life.

KEY ACTIONS

- ▲ Preserve land, protect watersheds and water resources
- ▲ Monitor environmental health
- ▲ Protect and restore the environment



The Central Wasatch Blueprint would provide **critical new programs and actions for protecting the natural environment**. The impacts of growth, use, development, and climate change have consequences on the quality of our air, water, and the ecosystem that supplies health and life for our region. As our population increases, the importance of healthy watersheds, vegetation, wildlife, and other natural resources will become crucial. The Blueprint addresses threats, restores degraded areas, and increasingly protects these resources. This would be accomplished 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 Blueprint would establish a program that would allow us, for the first time, to identify changing environmental conditions and adjust management practices to ensure long term environmental health in the Central Wasatch mountains.

Environment proposed actions 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. ([see proposed Cottonwood Canyons Scenario here](#))
 - 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.

500,000 people

Over half a million people in the Salt Lake Valley & Wasatch Back depend on the Central Wasatch watersheds for their drinking water supplies.



Double

The Blueprint proposes to more than double the amount of federal land with elevated protection in the Central Wasatch.

See Proposed Cottonwood Canyons Scenario [Here](#)

Links to information on the Environment:

- [Existing Conditions and Future Trendlines](#)
- [Vision, Goals, and Metrics](#)
- [Idealized System](#)
- [FAQ](#)

RECREATION

Preserving open space and improving access promotes outdoor lifestyles for current and future generations.

KEY ACTIONS

- ▲ Improve and connect the regional trail network
- ▲ Preserve key backcountry terrain
- ▲ Improve transit service to recreation areas



The Central Wasatch Blueprint would create a comprehensive program that **protects recreation access and preserves 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 Blueprint would offer a carefully designed 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.

Recreation proposed actions include:

- ▲ Improve and connect the regional trail network
 - Construct and improve trail segments.
 - Connect recreation destinations with trails.
- ▲ Preserve key backcountry terrain
 - Work with ski areas to place lands in the upper Cottonwood Canyons into public ownership to preserve backcountry access. ([see proposed Cottonwood Canyons Scenario here](#))
 - Secure new designation on federal lands to protect areas from development while allowing current recreational uses.
- ▲ Improve transit service to recreation areas
 - Increase transit service to recreation destinations to reduce traffic, parking congestion, and automobile dependence.
- ▲ Direct future growth in recreation use to areas with infrastructure that can accommodate and manage growth
- ▲ Explore user fee options to manage use and reinvest in recreation infrastructure

Local Asset

60 percent of users live within 25 miles of the Central Wasatch.



2X

The Central Wasatch currently receives nearly twice as many annual visits as Zion National Park.

See Proposed Cottonwood Canyons Scenario [Here](#)

Links to more information on Recreation:

- [Existing Conditions and Future Trendlines](#)
- [Vision, Goals, and Metrics](#)
- [Idealized Systems](#)
- [FAQ](#)

ECONOMY

Smart, transit-oriented development enhances economic opportunity and quality of life.

KEY ACTIONS

- ▲ Encourage development patterns that preserve community character and quality of life
- ▲ Generate sustainable economic growth to reinvest in the Central Wasatch Mountains
- ▲ Ensure Utah's tourism market is competitive now and into the future



The Central Wasatch Blueprint would 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 our current development patterns are automobile-oriented and offer little choice, the 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. These are key ways to protect the character of our places and the quality of life we enjoy, and to ensure a vibrant economy.

Economy proposed actions include:

- ▲ Encourage development patterns that preserve community character and quality of life
 - Invest in transit solutions that ease congestion and allow for walkable development in desirable locations.
 - 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
 - Connect fragmented economic markets.
 - 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.

\$1 billion

Utah tourism generates about \$1 billion in annual tax revenue, this saves each resident \$345 per year.

\$345
you save

43% increase



By 2040 the project area built environment (buildings, roads, homes, etc.) is projected to increase by 43 percent.

Links to more information on the Economy:

- [Existing Conditions and Future Trendlines](#)
- [Vision, Goals, and Metrics](#)
- [Idealized Systems](#)
- [FAQ](#)

TRANSPORTATION

Sustainable transit choices connect people, communities, and mountain destinations.

KEY ACTIONS

- Expand transit service to mountain destinations
- Improve transit connections between the Salt Lake Valley and the Wasatch Back
- Improve transit connections in Park City
- Improve bicycle and pedestrian access and safety

Links to more information on Transportation:

- [Existing Conditions and Future Trendlines](#)
- [Vision, Goals, and Metrics](#)
- [Idealized System](#)
- [FAQ](#)
- [Corridor Purposes and Alternatives](#)

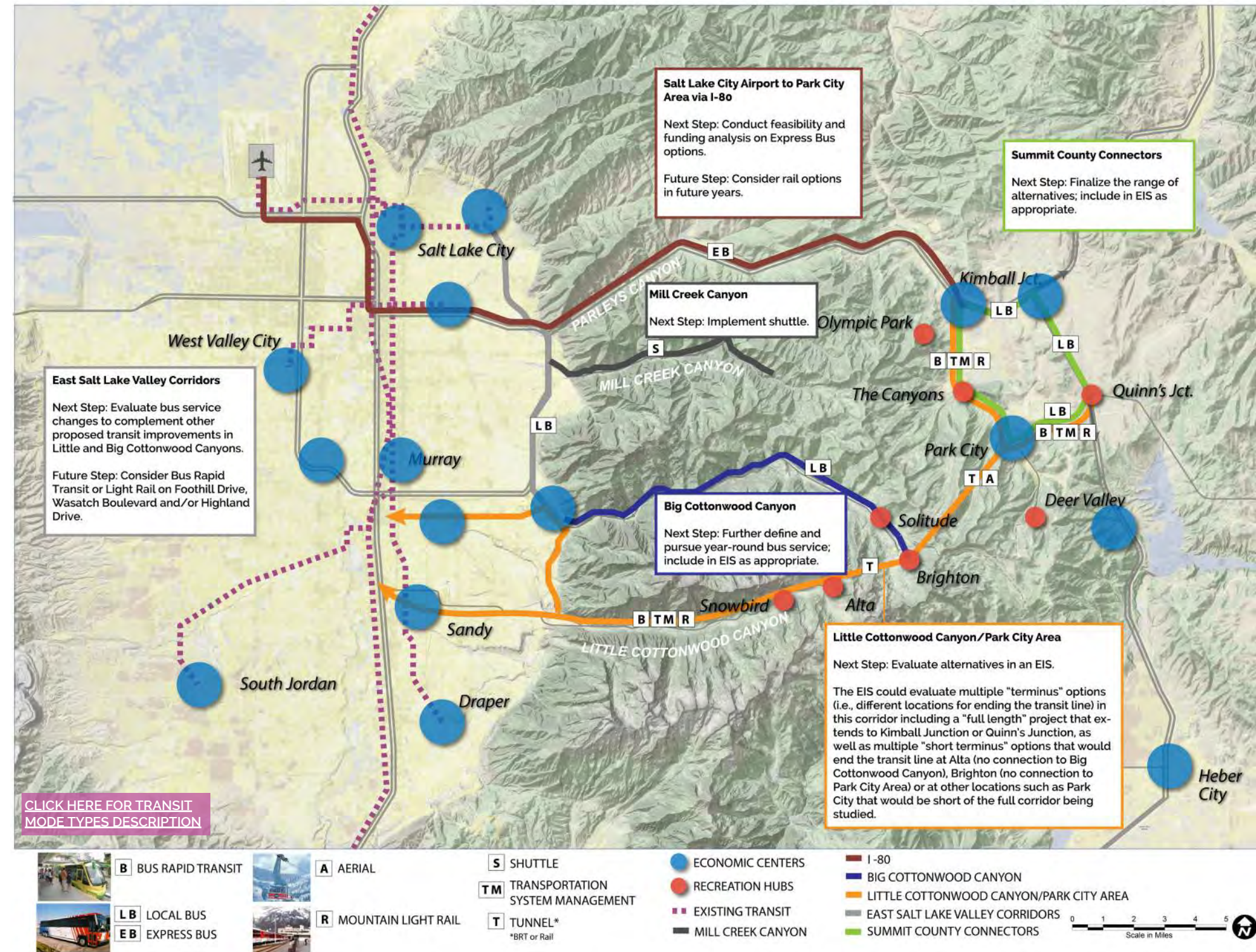
The Blueprint proposes to **connect residents and visitors to mountain destinations and connect communities and people to jobs** via efficient and sustainable transit choices. The solutions would manage the impacts of a rapidly growing population in ways that will reduce reliance on automobiles and decrease impacts on the environment. The proposed transit network would not only provide a more sustainable way to travel, it would also provide a powerful tool for the region to shape growth, reduce sprawl, and promote transit-oriented development that supports economic growth, quality of life, and environmental protection.

Transportation proposed actions include:

- ▲ High capacity transit in the Little Cottonwood Canyon/Park City corridor.
- ▲ 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.

The Blueprint includes actions that must comply with the National Environmental Policy Act (NEPA). This includes preparing an environmental impact statement (EIS) or other environmental report evaluating the impacts of the proposed action and alternatives. This is discussed further on the Next Steps page.

PROPOSED TRANSPORTATION ALTERNATIVES



WHAT COMES NEXT

Following the public review period, the Mountain Accord Executive Board will make a decision on the proposed Blueprint and actions. These actions are at various stages of planning - some are ready for implementation and others would require design, analysis of alternatives, environmental review, and agency permits or approvals.

Actions that seek federal funding, federal permits, or use of federal lands must comply with the National Environmental Policy Act (NEPA). We are designing a NEPA approach that will comprehensively evaluate the benefits and impacts of the Blueprint components. These components include the proposed transit improvements for the Little Cottonwood Canyon/Park City Area corridor, federal land actions such as Forest Plan amendments and other actions as appropriate. The actions and range of alternatives to be included in the EIS or other NEPA documents will be determined in consultation with the relevant federal agencies following the current public review process.

We are seeking your input on the proposed actions, alternatives, and next steps.

PROPOSED NEXT STEPS

The proposed next steps for the actions included in the Blueprint are outlined below. Actions will be included in NEPA review as appropriate.

Increase protections on U.S. Forest Service land

- Evaluate the designation/protection option

Increase preservation by acquiring private lands from willing sellers

- Develop coordinated, comprehensive program.
- Identify priorities and work with willing sellers to secure lands.

Evaluate recreation user fees to manage use and increase recreation infrastructure funds

- Identify and evaluate fee options.

Protect key wildlife corridors

- Identify key corridors.
- Evaluate impacts of proposed actions on corridors.
- Evaluate avoidance, protection, and restoration measures.

Work with ski areas to place lands in the upper Cottonwood Canyons into protective public ownership

- Finalize proposed agreement with ski areas, jurisdictions and stakeholders. ([see summary recommendation here](#))



Implement an environmental restoration program

- Identify priorities and develop program.

Develop a monitoring and adaptive management plan for environmental resources

- Develop monitoring parameters, develop program and identify funding sources.

Improve the regional trail system

- Identify specific trail needs, design system, and secure funding.

Conduct a detailed economic study

- Identify and evaluate the economic benefits and impacts of the Blueprint.
- Identify new revenues to fund environmental, transportation, and recreation initiatives.

Encourage development patterns that reduce automobile use and achieve desired community character

- Evaluate existing and potential local land use policies, incentives, and regulations.
- Advance transit connections and develop designs that support local and regional land use, environmental and economic goals.

Evaluate transit Improvements in Little Cottonwood Canyon/Park City Area Corridor

Finalize the range of alternatives and initiate an EIS. The purposes (intended outcomes) for this corridor, and the full range of transit alternatives being considered are described [here](#). Alternatives currently proposed to advance for additional consideration and potential analysis in an EIS include:

- Light rail transit (LRT) (or mountain rail) in exclusive guideway up Little Cottonwood Canyon to the Park City area, including tunnel connections between Alta, Big Cottonwood Canyon and Park City.
- Bus rapid transit (BRT) in exclusive guideway up Little Cottonwood Canyon to the Park City area including tunnel connections between Alta, Big Cottonwood.
- Same as above (LRT/BRT in exclusive guideway up Little Cottonwood Canyon to Big Cottonwood Canyon) but with aerial rather than rail or bus in tunnel connection between Big Cottonwood Canyon and Park City.
- Transportation system management alternatives, which are combinations of disincentives to auto use and incentives for transit use, without adding new transit guideways or roadway expansion.

Evaluate transit Improvements in Salt Lake Airport to the Park City Area via I-80 Corridor

- Conduct feasibility and design analysis on proposed Express bus service in mixed traffic on I-80 from the Salt Lake City airport to Park City. Evaluate potential transit access improvements at key interchanges, such as Kimball Junction. The purposes (intended outcomes) for this corridor, and the range of potential transit alternatives being considered are described [here](#).
- Over the longer term (latter part of 25 year planning horizon or later) HOV (high occupancy vehicle) lanes and rail alternatives on I-80 to Park City could be appropriate and are recommended to be considered in future phases of analysis and implementation.

Evaluate transit Improvements in Summit County (Summit County Connectors)

- Conduct feasibility and design analysis on the following alternatives:
 - Bus rapid transit (BRT) in exclusive guideway on SR 224 and/or SR 248¹.
 - Light rail transit (LRT) in exclusive guideway on SR 224 and/or SR 248¹.
- Conduct feasibility and design analysis on improved transit service (local bus) from Quinn's Junction to Kimball Junction via I-80 and US 40.

The purposes (intended outcomes) for this corridor, and the full range of potential alternatives are described [here](#).

Evaluate other transportation actions

- Define plan for proposed year-round bus service in Big Cottonwood Canyon.
- Further define proposed shuttle system in Mill Creek Canyon, identify funding, and secure necessary approvals.
- Identify and evaluate regional parking and pricing strategies to incentivize transit use.
- Identify and evaluate new safety and access improvement for bicyclists and pedestrians.
- In future phases, consider potential new high capacity transit service on east valley corridors including Foothill Drive, Wasatch Boulevard and/or Highland Drive.

See Transportation Corridor Purposes & Alternatives [Here](#)

¹ BRT and LRT on SR 224 from Park City to Kimball Junction and on SR 248 from Park City to Quinn's Junction are also being considered as part of the proposed Little Cottonwood Canyon/Park City Area transit connection. Kimball Junction and Quinn's Junction are potential eastern terminus (end of line) options for that proposed transit corridor and would likely be considered as part of the range of alternatives in that EIS.

HOW DO I GET INVOLVED?

Your input is vital in determining the future of one of Utah's most important resources. Tell us what you think of the proposed Blueprint!

COMMENT HERE!

JAN 2014



PHASE 1:

DEVELOP IDEAL SYSTEMS

MERGE IDEAL SYSTEMS INTO PROPOSED BLUEPRINT

REFINE AND APPROVE BLUEPRINT



WHERE WE ARE TODAY

APRIL 2015 NEXT STEPS



PHASE 2:

ENVIRONMENTAL REVIEW AND IMPLEMENTATION

UNPRECEDENTED COLLABORATION

