

8/12/2019

Start 3:04pm

End: 5:02pm

Attendees: Brian Hutchinson, Lance Kovel (USFS), Hilary Jacobs, Grace Tyler (SOC), Ben Scheftall (SOC), Emily Maddison (U of U), Kelly Bricker, Jim Bradley, Wayne Johnson, Kerry S Doane (UTA), Tom Diegel, Ed Marshal, John Knoblock, Donald Adams

Brian Hutchinson: Welcome to the Stakeholders Council sub-committee meeting. Thank you for coming, this meeting is designed as a concept that we would like to get to become reality. We had a meeting last Wednesday with the Forest Service and the County. Jim Bradley is a County councilman and Wayne Johnson were also at the meeting last week. Decades ago both Jim and Wayne, have worked in on-going efforts to steward the canyon. We have a long way to go before we talk about the shuttle, but we have a lot of work that we can go over now. Lets re-

Ed Marshall: Before you tell us about the meetings that happened last week, can you tell us what happened?

Jim Bradley: I'd be glad to. Catherine Kanter, Jeff Silverstrini, were  
We were told that the pilot program wouldn't be feasible for some-time. The FLAT source of money, lance can you explain?

Lance: FLAP - Federal Lands Access Program is a funding opportunity, for any jurisdiction over USFS land can apply for access to federal lands. Millcreek meets eligibility requirements, The next call for projects for this is next Sept, to my knowledge they don;t have a specific date. Conversations with Jim and County it sounds like Millcreek City is interested in this. Example of Cascades Springs road. Basically Heber to Alpine loop. Another project to connect Spanish Fork canyon to Strawberry. 21 million project, FHWA pays large sum, jurisdictions pay 6%. Our operating budget each FY is 1-2 million for context.

Jim Bradley- Shuttle project is not realistic, we have concerns about Millcreek Canyon. Issues with FLAP, road improvement and parking need to be talked about as a long-range plan. This is the core issue. A lot of things can come together, we need to look at the fee-structure, how can we maximize the money that comes through the canyon to increase the revenue? Thank you all for being here today.

Brian Hutchinson- We should also understand that this came up in the meeting, but it doesn't mean that there was an identified need for roadway expansion. In LCC we had X amount of money and it became X amount of money. We need to take it from a clean slate and identify major points and issues in more detail to see if we can find direction in those issues. What we are going to be doing is breaking into major groups. We will first hear from Mr. Mandoza, he has

done a lot of air quality research and has worked around the world. His information is about emissions.

Tom Diegel: So I wasn't at the meeting last week, so just to clarify. It seems like a shift, last month we were talking exclusively about the shuttle program. I just want to make sure that I understand, that we have shifted our attention to working with USFS on a broader level. Is that correct?

Brian: We do not have a green light on a shuttle pilot, we don't have a hard "no." We had a target and that energized this group. I actually have a slightly different interpretation, I didn't hear an absolute no, it is just that there is a long way to go. The funding cycles do not match our status. We should create proposals for the next deadlines. We are going to propose this to the USFS and make sure that there is value in that. There is a bit of a shift, it's more of a waking call. We were up against a deadline anyways. After I hand over to Mr. Mendoza.

Ed: I am really big on solving problems that exist, I also don't think we should fix things that aren't broken. We don't want to waste our government money that aren't important. I think Commissioner Bradley hit it on the head last meeting.

Brian: Let's work to identify the issues.

Tom: I remember the last time when Becky was here and she said that this couldn't happen so quickly, Ralph mentioned that it's a pilot project.

Jim Bradley: If that's your interpretation, I'd say yes, that is probably the way. They have front and center issues that aren't this, i.e. FLAP and manpower. I'd say that there is a priority change and also a timing change. The USFS has the responsibility and because of that they have due diligence. It is disappointing news, but it may be realistic. We need to be productive and not waste each other's time. We need to work on utilizing the fee-structure for its best use. I am not sure how receptive the USDS is going to be, are we better off looking at parking/what is necessary/how much money should be invested for the long-term suggestion. We are just not going to be riding shuttles in January.

Lance: Just to clarify, the canyon doesn't have the appropriate infrastructure to support a shuttle program. In Beckee's mind, the long-term plan needs to be considered. We have to go through the same processes for a shuttle system as a pilot shuttle system.

Brian: Has everyone read Fehr and Peers Study of 2012? It addresses many issues. I have to reinterpret what Jim said, the door is still a little bit open to figure it out. Let's listen to Professor Mendoza. He is addressing a major killer.

Thanks for your time. I work with CMP and Atmospheric Sciences, development and emissions. Part of the work that I do is about finely resolved human emissions. Hawthorne Effect: one

location determines air quality for entire county, this is false. DEQ has added sensors. The U has many sensors. There are sensors on top of TRAX. This is why I focus on fireworks and dust storms. Salt Lake City boundaries, red is bad, green is good. Explains progression of slides. Emigration canyon brings us clean air (green bubbles). Millcreek has a similar effect. Explains SLCo. This is the level of resolution that we can get in our sensors. Impact of dust event and schools, there is a huge disparity in terms of exposure. You can see the large differences, He works for UT Department of Health Asthma Task Force. This is an average diurnal cycle, west is red and east is blue, this is correlated with absences. This is outdoor air quality. Air Quality inside (you get downward expulsion from canyons, any emissions from canyons are going to be coming back into the city. You can see the Wildfire episode, you can have red air quality days indoors. This is one of the first studies in the world that looks at this. Inversions are less impactful on indoor air quality, it gets mostly filtered out. You are safer inside than outside, unlike wildfires. PM 2.5 from July 4th take a long time to

We have worked with Dr. Bricker to measure air quality in the canyons. We want to work at the impact on traffic, specifically we want to look at ozone and PM 2.5. We want to establish a baseline, are cars a significant contribution to air quality? Ultimately any pollution that comes from the canyon directly impacts the health of the public right here.

Ed Marshall: Your studies are very well presented. We have west to east winds, we have windows coming from the North. What study did you do to say that the winds come down the canyon?

Dr. Bricker: it would matter your elevation

Ralph Becker: I lived in Memory Grove, at the mouths of the canyon you get down canyon breezes at night. I can tell you temp and wind wise it was the same every night.

Ed Marshall: obviously

Brian: Does anyone have questions for Dr. Mendoza?

John: Let's keep focused on what kind of problem we are trying to solve, let's focus on our issues like too many cars on the roads and parking. From the perspective that someone who used to be an environmental manager for a decade I find it hard to consider it a significant issue

Dr. Bricker: I see this as very complementary to the issues of understanding traffic and environmental quality. I don't see how you can disassociate this. I think that if you can link these things together you can find funding for this project.

Ed Marshall: Why focus on Millcreek Canyon when Parleys has so much more traffic? Why are we focusing on a problem that is worse elsewhere?

Brian: Dr. Mendoza has done a general study that has a strong correlation with this. He has established a science that can tell us what the condition.

Ed Marshall: This is a Millcreek Study group

John: I agree with Ed.

Dr. Mendoza: I ride my bike there, SLC is the steepest city in the world. All this traffic goes to the U. When you go up the hill those emissions are worse than on flat ground. In addition to that I've come down the canyon at 3-4pm there are cars there idling.

Jim Bradley: I don't see that as the primary focus of this group.

Ed Marshall: It seems that this is a problem in the valley but not in Millcreek City.

Dr. Mendoza, thanks for your presentation. He is also a

Woman in audience: can we get the slides?

Ed Marshall: Can we contact you?

John: Are you bringing money to the table?

Dr. Mendoza: If we set this up as a collaboration there is a possibility.

Brian: Thank you. Now we are going to shift into sub-groups. We have two top guys from the county. First we are going to talk about booth design and fee structure. The way this is intended to go is that these questions can be presented to get ideas. We are not deciding today, just getting the gears going. Here is Mr. Johnson. Can you share history of the booth?

Wayne Johnson: Millcreek booth was born in part of Commissioners Bradley because of degrading conditions in Millcreek conditions. There are images from 1990 where streams are eroded, toilets overflow, etc. We've worked with Log haven, USFS, to figure out how to fix this and how to adopt fee areas. IT has been successful. We deduct the cost

USFS determines use of money. When it started the fee was \$2.25 and now it's \$3. The volume of use has gone up. Used to get \$2,000 now closer to \$600,000. Porter potty cost of maintenance has gone up. We haven't kept up with additional staff, additional things that need to happen. Another thing that part of this money is used for it to match for capital projects with matches from federal projects. WE used the money to match for a snowcat a few years ago. We have thought about a fee increase to offer a higher level of service. Part of the problem is there are more people going into the canyon now.

You have 100,000 people degrade a trail so you pave it, then you have 200,000 people using it.

What is it that will allow all of us to go and enjoy an experience that we want? We will generate about \$600,000 more that we can use to put towards better maintenance and to bring the forest service to bring on people to take care of this canyon. How do we solve that and work towards long term visioning? And for the, part of the fee structure would be

John: So what is the process? Is that when the fee got moved up, is it SLCo Council that made that change?

Jim Bradley:the Council did that, as far as we know nothing has changed.

Wayne: There is an easement.

Jim Bradley: We have an easement, the USFS has granted us an easement.

Wayne: We have the right to be there.

John: Like when the bike lane was done

Lance: I looked at it today. The county has the authority.

Brian: Does that include parking?

Wayne: No, the USFS doesn't have the equipment to push the snow

Lance: I'm not sure if that's been addressed:

Tom: Can you remind me how much they are charging in AF?

Wayne: They charge\_\_\_ and those fees allow people to go to Mirror Lake HWy, etc.

Tom: Is seems there is a big fee? The public will squawk about this. What can the public expect from this?

Wayne: There would be direct/immediate service, such as snow plowing.

Tom: Really important rather than arbitrary

Kerry S Doane: Would you change it for seasons?

Wayne: If we double this it would be equivalent to a NAtional PArk's pass.

Jon: Is this something that is under consideration or is it theoretical?

Wayne: any fee increase is proposed by staff, goes to Mayor, then goes to committees and then council.

John: Is that started in a serious way?

Wayne: Somewhat serious?

Dr. Bricker: Is there any documentation of the old condition?

Wayne: yes, there are videos from the 90's?

Dr. Bricker: I am just talking about visitor experience. Is there information about the types of visitors?

Tom: What is breakdown between annual/day pass?

John: Out of 600,000 how much is from day passes?

Wayne: Roughly  $\frac{3}{4}$  of funds come from day passes.

Ed Marshall: How much of the money goes to the Canyon?

Wayne: Most goes to USFS, it changes year to year. There are recurring fees

Jim Bradley: Doesn't the fee usually go to the federal government?

Lance: Yes, funds are not localized in National Parks. We have localized funds.

Jim Bradley: Something that we have talked about charging a dollar a dog. We have a dog off leash day now, and we have talked about eliminating dogs on one day. We have a lot to talk about.

Brian: Ralph has been working on Federal Legislation, Can you speak about redirecting funding back to this area?

Ralph: If there is a land exchange that values that private owner at the end of the exchange, all of that cash comes back. If there are land exchanges, you can have up to a 25% exchanges. We have also provided for area fees so that is another source of funding. In the draft, from Chaffetz in 2016, some members didn't want to see it in the drafts. We have that in the draft now, it may need public support to move forward, The third area from revenue is to have an authorization. The way it works is there is authorization and appropriation. Congress would need to appropriate new area. When a new designation is needed, often money follows that designation. There are a number of areas that provides for money to come back to this forest.

Brian: Is there a way to ensure that there is an equitable issue to the canyons?

Jim Bradley: That is a good question. We need to figure out how to not become an elitist forest.

Ralph: Equity, What do people charge?

Lance: USFS doesn't have authority from Congress to charge user fees. That is why this canyon is important to the USFS. Currently we can charge fees for individual sites. AF is similar but it is different because there are site specific charges. Recreation Enhancement Act.

Kerry S Doane: Some places have winter specific pricing?

Lance: Direct authorities from congress about what we can provide.

Dr. Bricker: For low -income what limits are there for equity?

Lance: we evaluate environmental justice. We evaluate what people can afford.

Wayne: Millcreek canyon has free days, its not advertised well

Brian: These free days may not work with Mom and DAd's schedule. That is why we have to keep out view open, because we can have UTA that can get kids to canyon..

Ralph: I might mention another source of funding, as part of the transportation work, we are looking at tolling study that will go towards transportation solutions. It isn't viewed as the "solve all" for the canyons, but its a way to get people out of SOV.

Wayne: We did some math to come up with numbers, it solves immediate needs and helps USFS bring on staff to come up with concepts and plans for the level needed. They need to do their due diligence before

Ed Marshall: Seems like you need to charge more for passes?

Wayne: We need to look into that.

Brian: If we incentivize shuttle, how will this impact the receipts at the gate? It may be hard to catch up to the people that are jumping ship. That is why we need to have tests, to make sure we aren't creating a monster. How much of this is going to be needed to catch up?

Jim Bradley: 600,000 is a speculative number, so don't start spending it yet. It's always catch up.

Ralph: Jim, you're looking at maybe bringing the fee to the council soon?

Jim Bradley: Yes,

Ralph: Do you need recommendations to bring to the council?

Brian: We haven't addressed all the issues yet. Dr. Bricker is leading next meeting.

Ed Marshal: there is enough room for 2 exit lanes, there isn't room for congestion. You would need to move the booth a few feet. What about transponders?

Brian: Are there any other ideas?

Grace: Will this be opened to public comment?

Bradley: Clearly we want public input, but this is preliminary. Maybe we can do a survey.

Tom: Open houses that other entities sponsor seem to be an efficient way to get feedback?

Brian: Dr. Bricker can you describe one student that could help with an activity for visitor traffic?

Jim Bradley: What is we ban dogs, changes to the usual.

Dr. Bricker: What would it take to get a comprehensive understanding? What would it take to get an understanding of visitors that come through the canyon? What can be done in terms of a visitor survey to understand users? We did this in city creek canyon. There is a variety of research methods. Lets collect data that provides answers that can help future management strategies. We need to narrow the scope to what we need to understand. We have wonderful technology, like cameras in trees that monitor parking. We can try all kinds of things, but what can we do to manage this issue? Do we need new data points to make decisions? Whats been done in the past?

John: We had a meeting with Holly Yocum, Zeeke Dumke. and we talked about Millcreek Canyon about the existing conditions. Did you hear that there was going to be a follow up?

Dr. Bricker: I think it does blend in, I would hate to have them be two separate initiatives. We raised this prospectus based on those meetings. There are a menu of opportunities, we have to know what is lacking to make good decisions in the future. I was apart of that in a way.

Jim Bradley: Is that new?

Dr. Bricker: couple months old but yes, its new. It gives you an idea of what can be done, what grad students can do, etc.



Brian: Show of hands who can be here for 20 more mins? For the next 15 mins lets focus on these two items: fee structure, and user dynamics. Break into two groups:

Brian (4:54pm): We are going to present user group dynamics, we have 20 but here are the top:

Hilary Jacobs: reads off of image below verbatim:

hikers vs mtn bikes

Drivers vs road bikes

Non dog vs dog

Skiers vs dogs

Picnic vs hikers in picnic areas

1. Hikers/mtn. Bikes
2. Drivers/Rd. Bikes (~~hiker~~ Canyon)
3. Non-Dog/Dog
4. Skiers/Dog
5. Picnic/Hikers re picnic areas

6. Porter Fork Winter parking vs Winter skiing parking
7. Roadside parking vs canyon users

### Solutions

1. Downhill vs Flat Trails:
  - Designate wider trails
  - Education/Signage/Etiquette  $\Delta$
  - Bells on bikes
  - Segregated use trails

2. Single File
  - Add bike lanes/bike climbing lane
  - Reduce speed limit
  - ~~Downhill pullouts for bikes~~
  - Alternate days
  - Speed limit enforcement (~~both~~ both!).
  - Refresh striping

- 3/4. Dog day/No dog day
  - Bike day/No bike day: Pipeline
  - Enforce leash law
  - Control skiers' speed
  - 6' leash  $\rightarrow$  mark unsocial dogs
  - County + cities add off-leash areas on ridges + open spaces

Ed Marshall: we have one more that you need to address, that is managing speed on bikes that surpass speed limit

Brian: Can we bring up booth design and fee structure?

Some of the issues that we came up with are public support to fee hike, booth design, how to collect fees with current booth design, we talked about parking issues and providing information about parking spaces are available at which lot so that people can make informed decisions about how they would like to park

For public support Dr. Bricker suggested calling to gauge support, educating the public on where fees might go is huge, you can do a before and after study. You can put that information out to the public so everyone can see. Collecting fees on the way out (with Log Haven) Dr. Bricker suggested online reservation,

Wayne: Scan when you go in, scan when you go out- determines if you visited log haven if you don't need to pay, etc.

Brian: educating the public on the use of the revenue but incorporate general use of the revenue, it's important to recognize public comments. It's important to identify. I'm not sure if some of the fee can go towards the study. Dr. Bricker you can explain this.

Dr.Bricker:study will establish a baseline

UTA lady: does any of that identify visitor occupancy? What about fees for scanners?

Brian: Thank you all for coming, stay tuned. Motion to adjourn.