

Central Wasatch Commission Mountain Transportation System Plan Development

Goal:

Further refine and develop the transportation principles and initiatives of the Mountain Accord. Develop a consensus-driven year-round mountainous transportation system proposal.

Mountain Accord represented a unique agreement: all federal, state, and local jurisdictions and private entities participated and agreed to an approach that would reflect a common approach to resolve decades of conflict in the Central Wasatch Mountains. The Accord was also signed by all the ski areas with Forest Service permits (Alta, Snowbird, Brighton, and Solitude), the conservation groups, and many entities and persons involved in the Central Wasatch Mountains.

The Accord had four central goals:

- “1. Protect the environment and natural resources,
2. Ensure high quality recreational experiences,
3. Enhance regional transportation, and
4. Strengthen the regional economy.”

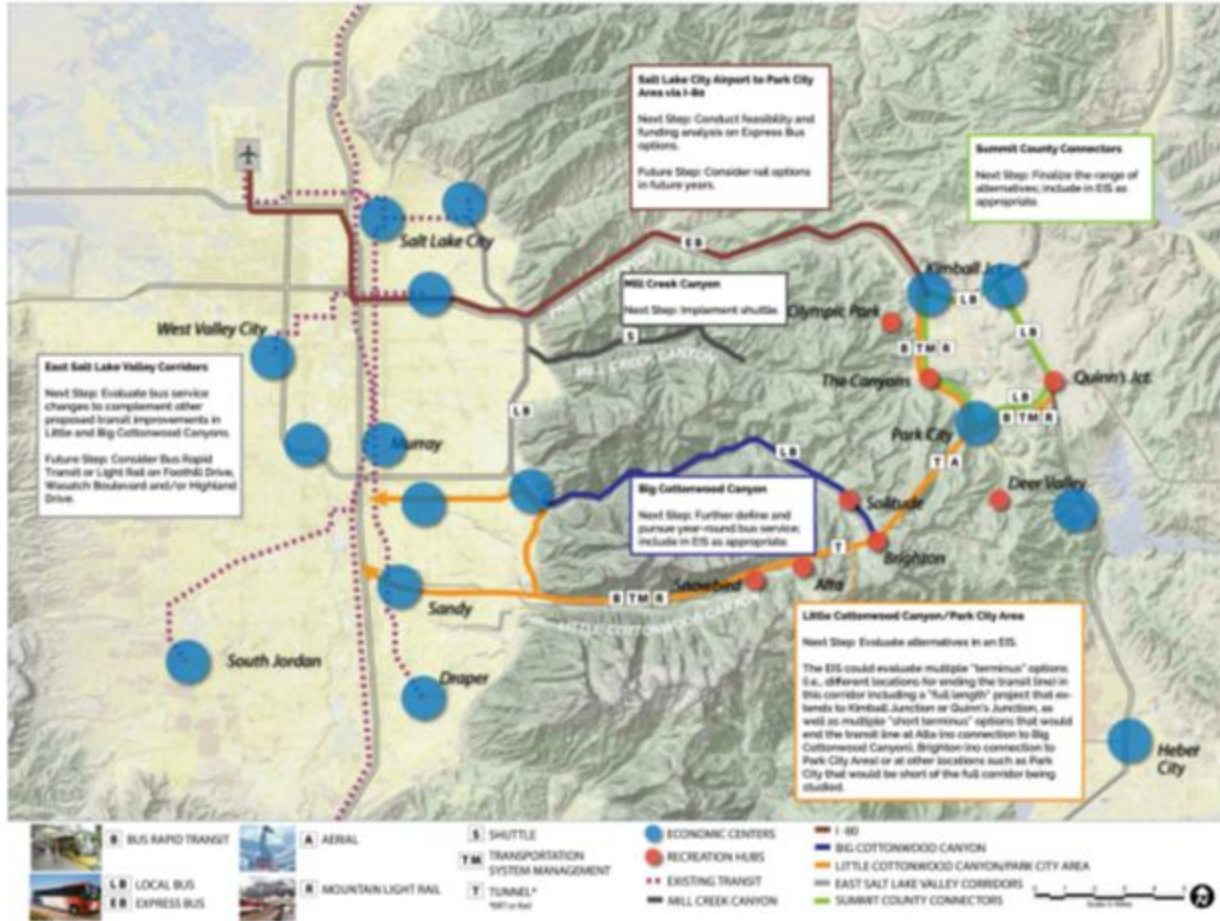
Identify potential funding sources

This process will be carried out over the next 9-12 months.

Scope:

The area in which this planning process considers is within the central Wasatch Mountains and connections to the current regional transportation system.

“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.”



Project Deliverables:

Develop a preferred alternative approach for CWC recommendation for implementation of a comprehensive mountain transportation system for the Central Wasatch Mountains and adjacent valleys.

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 reports evaluating the impacts of the proposed action and alternatives:

- 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.”

Constraints:

- Expected final report December 2020
- Limited budget
- No EIS or NEPA included

Timeline:

- Month 1: Define scope
 - What is it the CWC is trying to solve?
- Months 2-3: Mountainous Transportation System Attributes and Criteria
- Months 4-55: Measure Options/Modes against Attributes
- Months 6-7: Prepare Proposed Modes and Corridor with Rationale based on best meeting attributes and public input
- Months 8-9: Final Proposal Consideration and action by CWC

Stakeholders:

UDOT
UTA
Forest Service
SLCDPU
Metro Water
Ski resorts
Save our Canyons
WBA
Private Property Owners