



**CENTRAL  
WASATCH  
COMMISSION**

MTS Summit Report  
December 7, 2020

# Summit Objectives

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- Objective #1: To review CWC's MTS Draft Alternatives and updates, including learnings from:
  - "Build Your Own MTS" online tool
  - Public comment
  - Stakeholders Council meeting
- Objective #2: To conduct dialogue among stakeholders, members of the public, CWC commissioners and staff in order to:
  - Fully understand all elements of the Draft Alternative Modes and Demand Management Strategies
  - Address questions
  - Gather feedback
  - Reach consensus where possible
  - Identify framework for further consensus-building by CWC

# Summit Approach

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- The 2-day event took place over 10 hours
  - Friday, Nov 13<sup>th</sup>, 2020 from 12pm – 5pm
  - Saturday, Nov 14<sup>th</sup>, 2020 from 8am – 1pm
- We hosted between 95-110 participants on Zoom, plus 69 viewers on Facebook

# Summit Agenda

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- CWC Presentations
  - CWC updates (Ralph)
    - From Mountain Accord to 2020
    - CWC initiatives
  - MTS Process (Blake)
    - Why did CWC start MTS process?
    - Process to date
    - Objectives and attributes
    - Overview of Draft Alternatives
  - Learnings from “Build Your Own MTS” online tool, public comment, and October Stakeholders Council meeting

# Agenda (cont'd/...)

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- Presentation by Laura Briefer, Salt Lake City Public Utilities
  - Relating Watershed Protection Objectives to Transportation Objectives
- Establish Summit Problem Statement and Criteria
- Detailed Discussion of Draft Alternative Modes and Demand Management Strategies
  - Clarifying Questions
  - Reactions
  - Polling
- Closing
  - Review of Findings

# Summit Problem Statement

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In what ways might we explore regional, year-round transportation solutions that minimize congestions and improve safety, while addressing environmental concerns, and incorporating input from all of you here at the Summit?

# Criteria

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- Minimizes congestion in the adjacent neighborhoods and in the canyons
- Provides emergency egress
- Addresses the needs of resort visitors and year-round dispersed recreation users
- Takes into account the needs of canyon residents, property owners, employees and businesses
- Protects the environment, wilderness and watershed
- Preserves the quality of the user experience and feel of a natural setting
- Minimizes congestion as one recreates and utilizes the canyons
- Includes the viewpoints of Summit participants

# Conclusions and Recommendations

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We received directional feedback in these areas:

## 1. Strong support for the following:

- Enhanced current transit system within SLV Connections (78%)
- Improved frequency of the SLC-PC Connect (66%)
- In BCC and LCC:
  - Bike and pedestrian improvements (78/82%)
  - Year-round local bus (77/80%)
  - Seasonal express buses to resorts (BCC only) (74%)
  - Variable tolling (72%)
  - Reduced on-road parking (67%)
  - Paid parking at resorts (67%)



# Conclusions and Recommendations (cont'd/...)

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## 2. Moderate support for the following:

- Regarding SLV Connections:
  - Regional transit hubs (56%)
    - Note: expressed interest in considering multiple, smaller mobility hubs/dispersed parking with transfers taking place regionally)
  - High-capacity transit along 9400 South (53%)
  - Year-round bus service from various economic hubs (51%)

# Conclusions and Recommendations (cont'd/...)

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3. Considerable reservations around the following:
- Snow sheds in LCC (35% in favor; 44% opposed)
  - Connections between:
    - BCC and LCC (50% prefer no action)
    - BCC and Park City (47% prefer no action)

# Conclusions and Recommendations (cont'd/...)

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With regard to high-capacity alternatives in LCC, learnings were less conclusive. However, discussions helped to clarify fundamental, unanswered questions:

## 1. What is the visitor capacity in the canyons?

- Is there alignment among decision-makers around prioritizing learnings from a future Visitor Management Study to inform these decisions?
- From a timing standpoint, is that an option?

# Conclusions and Recommendations (cont'd/...)

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2. Is it possible to establish a shared understanding of climate change predictions?
  - And how will those predictions impact the ski industry?
  - Is there shared willingness to factor this information into the decision-making process?
  
3. Is there shared understanding about the relationship between transportation and federal legislation?
  - Is there sufficient trust in place to take action on transportation next steps while legislation is unfolding on a different timeline?
  - Is it possible to construct a set of agreements to pave the way for next steps to place with a sense of trust?

# Conclusions and Recommendations (cont'd/...)

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4. Is the priority to provide transportation to ski resorts only? Or is the priority to serve dispersed recreation user and choose a mode that makes multiple stops?
  - Is it firmly determined that aerial cannot make stops outside of resorts?
  - Can rail make stops? If so, what are the timing/cost implications?
  
5. There is a strong, shared goal of reducing cars in BCC and LCC
  - How do the high-capacity modes support this objective?
  - Is it conceivable/desirable to eliminate cars entirely? And if so, how would the different modes support this concept?

# Conclusions and Recommendations (cont'd/...)

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6. Summit participants exhibited strongest favor for enhanced bus (47% vs. 25% for aerial; 18% for rail)
- Can buses really solve the demand challenges?
  - What is the likelihood of electric buses (to avoid environmental concerns)? And what are the cost/timing implications of doing so?



**Thank You**