

Staff & Consultant Recommendations

CWC Commissioners Summit

March 19 2021



Scoping and Values



**CENTRAL
WASATCH
COMMISSION**

**MOUNTAIN TRANSPORTATION
SYSTEM PUBLIC COMMENT
PERIOD OVERVIEW**

Comment period: February 7th through March 1st 2020
Report created: 27 March 2020



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Tier 1 Objectives	Tier 2 Objectives	Tier 3 Objectives	Tier 4 Objectives
Reduce traffic congestions	Improve emergency egress/Ingress	Mix of public and private funding	Provide better ski resort connections
Increase use and incentivize transit	Disincentivize vehicles	Improve trail heads and ensure year-round access	Evaluate visitor management
Protect watershed, wilderness, and visual quality			Improve access for homeowner

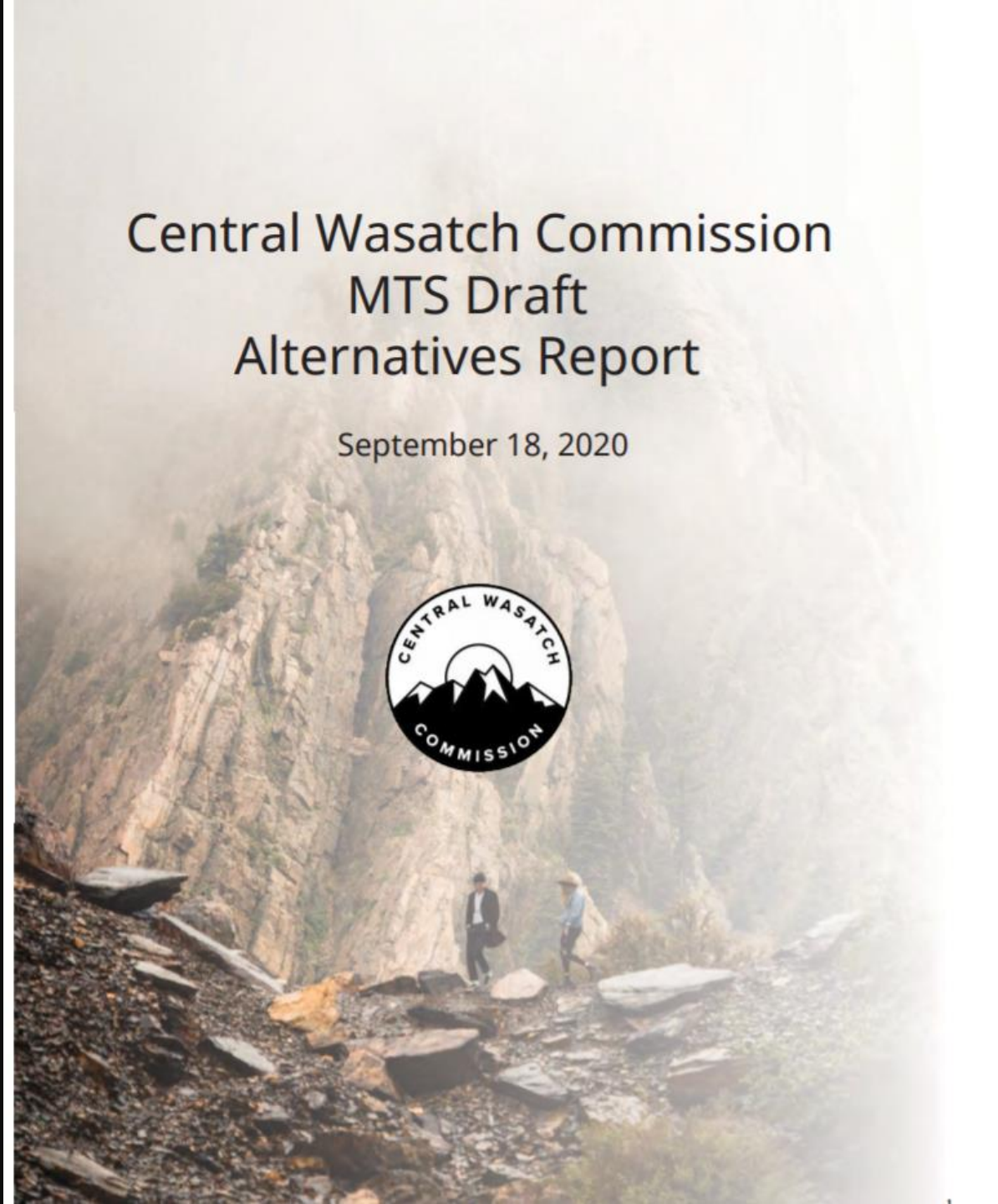
Tier 1 Attributes	Tier 2 Attributes	Tier 3 Attributes	Tier 4 Attributes
Move people efficiently to desired locations	Convenient Year-round access	Economical/Cost Effective Equitable Access	Sensitivity to ridgelines Affordable/Equitable fare structure
Safety	Adequate frequency		Enhance experience for Central Wasatch Mountain visitors
Reliability	Reduce air pollution, protects water quality Quality of recreational opportunity protected		Quality of economic benefit/asset for economic development

Draft Alternatives

- Document to share what was technically feasible and addressed the MTS attributes and objectives
 - Each alternative built off of the July EIS Alternatives report and included a rail alternative
 - Regional scope and approaches
 - Initial evaluation of each comprehensive alternative
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Central Wasatch Commission MTS Draft Alternatives Report

September 18, 2020



Public Comment and Design Your Transit

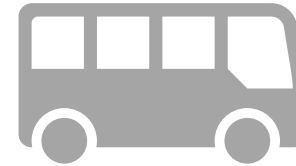


Several Public Comment periods throughout the process

Public Comment on scope, attributes, and objectives

Public Comment on alternatives report

Ongoing public engagement and comment



Design your Transit game

Online, interactive game allowed users to invest in options they thought would meet objectives

Staff and Consultant Recommendations 12/2020

- Consultant recommendations reflect outcomes and findings from the Fall 2020 Stakeholders Summit
- Staff recommendations incorporate findings from scoping report, design your transit, public comment, and



CWC staff recommends the following:



Pursue enhance valley transit service discussed in MTS draft alternatives



Evaluate improving train or bus access from TRAX line to the mouth of BCC and LCC, depending on how cost and impacts affect Canyons entrances parking and community impacts



Work to extend service of the SLC-PC Connect



Recommend continued reduction of user conflicts in Millcreek Canyon and work to implement a future shuttle program



Big Cottonwood Canyon

Winter express bus to resorts

Year-round local (trailheads, businesses, and communities)

Bike/Ped improvements

Tolling

Limited on-road parking

Paid parking at resorts

Support smaller transportation hubs adjacent to canyons
with increased Valley transit service



Little Cottonwood Canyon

Year-round local bus service

Tolling

Limited on-road parking

At this point in the evaluation process, any roadway widening in Little Cottonwood Canyon is not supported or recommended.

No recommendation on snowsheds at this time.

Cottonwood Canyon Connections

- No specific recommendation for connections between the Cottonwood Canyons immediately. However, there may be enough demand between recreation and emergency use to implement a connection.
- Recommended that it won't be a road/car-based connection



Big Cottonwood Canyon-Park City Connection

- No recommendation at this time for a base-to-base aerial gondola connection between Big Cottonwood Canyon and Park City.



<p>UDOT LCC Alternative 1 Enhanced Bus Each resort from Gravel Pit and 9400 S Highland Dr. mobility hubs</p>	<p>UDOT EIS Alternative 2 Enhanced Bus with roadway widening Enhanced bus service 2 mobility hubs Add peak-period shoulder bus-only lanes Would be for pedestrian and cyclists in the summer</p>	<p>UDOT LCC EIS Alternative 5 Cog Rail La Caille Base Station</p>	<p>UDOT EIS Alternative 3 Gondola Mouth of LCC</p>	<p>UDOT EIS LCC Alternative 4 Gondola La Caille Base Station</p>
<p>Impacts in-canyon; Wasatch Blvd will be widened, limited transit access to canyon, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 1</p> <hr/> <p>MTS: From a regional scope, if rail is tied into the existing rail line it could lead to significant car reduction</p> <p>MTS score: 2</p>	<p>Roadway widening construction impacts in-canyon; Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recommends to improve regional transit service for better transit connections from valley to canyon</p> <p>MTS score: 2</p>	<p>Major impacts on community character Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 1</p> <hr/> <p>MTS: From a regional scope, if rail is tied into the existing rail line it could lead to significant car reduction</p> <p>MTS score: 3</p>	<p>Wasatch Blvd will be widened, limited transit access to mouth of canyon, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>	<p>Wasatch Blvd will be widened, limited transit access to mouth of canyon, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>
<p>Impacts on community character Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recommends to improve regional transit service for better transit connections from valley to canyon</p> <p>MTS score: 2</p>	<p>Own corridor (ROW) still subject to weather and road conditions</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recognizes importance of local plans and defers to partner jurisdictions</p> <p>MTS score: 2</p>	<p>Major impacts on community character Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons</p> <p>EIS Score: 2</p> <hr/> <p>MTS: Depending on alignment and targets, rail options have the ability to remove up to 30% of car off the road</p> <p>MTS score: 3</p>	<p>Limited by the buses ability to deliver people to gondola, unable to scale up to remove more cars from the road</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Would need significant regional transit improvement to move more people</p> <p>MTS score: 1</p>	<p>1,500 parking structure at La Caille would still allow for vehicles to access canyon</p> <p>EIS Score: 2</p> <hr/> <p>MTS: EIS alternative improves mobility along Wasatch Blvd and 5000 S, and reduce 30% cars in LCC</p> <p>MTS score: 2</p>
<p>EIS acknowledges local plans</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recognizes importance of local plans and defers to partner jurisdictions</p> <p>MTS score: 1</p>	<p>EIS acknowledges local plans</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recognizes importance of local plans and defers to partner jurisdictions</p> <p>MTS score: 1</p>	<p>EIS acknowledges local plans</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recognizes importance of local plans and defers to partner jurisdictions</p> <p>MTS score: 1</p>	<p>EIS acknowledges local plans</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recognizes importance of local plans and defers to partner jurisdictions</p> <p>MTS score: 1</p>	<p>EIS acknowledges local plans</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Recognizes importance of local plans and defers to partner jurisdictions</p> <p>MTS score: 1</p>
<p>Long term development around nodes. Opportunity for long term multi types of development</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>	<p>Long term development around nodes. Opportunity for long term multi types of development</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>	<p>Long term development around nodes. Opportunity for long term multi types of development</p> <p>EIS Score: 3</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 3</p>	<p>May not have as big an impact as a rail, but will still be Longest a serial gondola system in the world could also serve a tourist attraction, improve service to ski resorts</p> <p>EIS Score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>	<p>Year-round use for multiple of users (recreation, transit, cargo) Long term system in the world could also serve a tourist attraction, improve service to ski resorts</p> <p>EIS Score: 2</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 2</p>
<p>5-15 minutes (depending on route), more consistent bus noises</p> <p>EIS score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>	<p>Buses running every 1.5-5 minutes (depending on route), more consistent bus noises</p> <p>EIS score: 1</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 1</p>	<p>Cog rail, typical level of light rail, running every 10-15 minutes</p> <p>EIS score: 2</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 2</p>	<p>Virtually noise free along corridor, some noise at base stations</p> <p>EIS score: 3</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 3</p>	<p>Virtually noise free along corridor, some noise at base stations</p> <p>EIS score: 3</p> <hr/> <p>MTS: Same as above</p> <p>MTS score: 3</p>
<p>EIS score: 39</p>	<p>EIS score: 39</p>	<p>EIS score: 58</p>	<p>EIS score: 50</p>	<p>EIS score: 59</p>
<p>MTS score: 44</p>	<p>MTS score: 44</p>	<p>MTS score: 69</p>	<p>MTS score: 61</p>	<p>MTS score: 66</p>

Evaluation Matrix

- 31 point evaluation of EIS alternatives and modes
- Combining MTS objectives/attributes, Mountain Accord values, and December's condition and factors
- Evaluated and scored through EIS and MTS lenses for Little Cottonwood Canyon

Staff Evaluation Matrix

Enhanced Bus

- EIS score: 39
- MTS score: 44

Enhanced Bus w/ Extended Shoulder

- EIS score: 39
- MTS score: 44

Cog Rail La Caille

- EIS score: 58
- MTS score: 69

Aerial Gondola mouth LCC

- EIS score: 50
- MTS score: 61

Aerial Gondola La Caille

- EIS score: 59
- MTS score: 66

March Staff Recommendations

Carry forward 12/2020 recommendation

- Bus service for BCC
 - Seasonal (winter) express bus to ski resorts
 - Year-round local bus serving trailheads, businesses, and residents
 - Tolling, limited parking
 - Bike/Ped improvements
 - Enhance valley transit outlined in Alternatives Report
 - Work to extend service of the SLC-PC Connect
 - Recommend continued reduction of user conflicts in Millcreek Canyon and work to implement a future shuttle program
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CENTRAL WASATCH COMMISSION
MOUNTAIN TRANSPORTATION
SYSTEM STAFF RECOMMENDATION

March 19, 2021

March Staff Recommendations

- Little Cottonwood Canyon
 - Variable tolling
 - Limited parking
 - Improved pedestrian and bicycling infrastructure
 - Preference for a rail-based mode
 - Year-round service
 - Include “whistle-stops” to serve a variety of canyon uses
 - Pursue alignment that minimizes the need for avalanche sheds
 - Must extend to line to existing Trax and Frontrunner lines
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CENTRAL WASATCH COMMISSION
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March 19, 2021

Little Cottonwood Canyon Rail Recommendation

- High Scores

- Capacity, ability to meet demand, reduce vehicles
- Speed, Frequency, Comfort/Convenience
- Economic impact,
- Regional context, ability to tie into existing rail lines

- Low Scores

- Initial capital costs
- Vegetation impacts
- Potential wildlife impacts
- Impacts on watershed during construction
- Compatibility with local plans



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