

November, 15th 2021

Memo re: Millcreek FLAP Grant

To: CWC Stakeholders Council

From: Millcreek Committee of the Stakeholders Council

The Mill Creek Committee was formed to monitor Mill Creek Canyon conditions and development plans and activities and advise the Central Wasatch Committee (CWC) and the CWC Stakeholder Council on Mill Creek-related issues. The committee represents canyon users, cabin owners, and canyon businesses. The committee members collectively have a great deal of experience in and passion for the canyon and are keenly aware of and in many cases personally affected by the current existing conditions. We'd like to see the following issues addressed in proposed transportation enhancement efforts in the canyon.

We support efforts to make the road safer for canyon users and more sustainable by:

1) Widening the roadway to 24 feet to the degree feasible in the upper canyon with maximum 10-foot-wide travel lanes and a designated minimum 4-foot-wide bicycle and pedestrian lane or shoulder (uphill only). This includes improving the road base, culverts, and bridges. At a minimum there should be no lane width increase without some shoulder width increase.

2) Maintaining the existing level of parking in the canyon by increasing parking lot capacity to offset loss of on-road parking on USFS land, including providing parking at every trailhead, picnic area and commonly used stopping area.

3) Improving the roadway shoulder treatment to protect Mill Creek from erosion and hazardous substance inflow, improve roadway sightlines, and minimize annual roadside brush removal.

4) Adding/improving restrooms at high traffic points. Adding potable water would be a great improvement if feasible.

5) Designing infrastructure (roadway, parking, stop points, restrooms, signage, etc) capable of supporting future shuttle service with minimal modification to reduce private vehicle traffic and congestion in the canyon.

6) Setting the speed limit in the upper canyon above the winter gate to a maximum of 25 MPH for the safety of motorists, cyclists, pedestrians, and wildlife.

7) Maintaining the historical integrity of Millcreek Canyon features to the degree practical.

8) Improving the safety of popular pedestrian road crossings using some combination of flashing lights, painted crossing areas, and/or signage.

9) Installing communication infrastructure that can support an 'upper canyon parking status' electronic message sign at the bottom of the canyon and allow injuries, accidents, fires, and other problems to be reported quickly.

10) Creating and communicating a set of lane-use standards for non-motorized users on the road above the gate when the gate is seasonally closed to improve the safety and user experience of pedestrians, dog-walkers, skiers, cyclists, and the few allowed vehicles on the road.