

Intro (Add the following)

* Quick background of the CWC
* Pillars history – MTS process

In 2021, the CWC issued its “Pillars of a mountain transportation system”. This document represents the consensus values of the board.

After reviewing the FEIS, the CWC has evaluated the preferred alternative through the pillar values.

Visitor Use and Capacity

* The CWC Visitor Use Study will be completed later this year and recommend to UDOT to delay ROD until ample time has been given to UDOT to incorporate it into the EIS
* The Visitor Use study will help develop the phased approach alternative timeline, implementation, metrics of success

Watershed Protection

* Pull main SLCDPU comments
* Inadequate modeling
* Failed to properly analyze water impacts
* Removes protections and adds risk
* Unintended consequences
* Roadway runoff
* Towers need back up diesel generator
* Significant risk above intake
* Stipulations around potential land transfers
* Refer back to previous comments

TDM, Parking, and Transit Strategies

* Applaud UDOT approach to a phased approach.
  + How will the bus approach integrate with UTA’s service system
  + How much more service will be added to the current system
  + How will this proposed service overcome today’s challenges
* Tolling
  + Understand the need for tolling just the upper portion of the canyon on peak winter days
  + Define pricing structure
  + How will both a tolling and parking fee impact visitation?
* Eliminating parking adjacent to ski areas
  + Will this be a phased approach as well?
  + If parking is elimated where is that people demand going?
  + Will there be bus service that meets the demand
* Recognizing more parking is need outside of the canyons
  + How will the flow and management of the parking structure be implemented to ensure minimal congestion on Wasatch Blvd.
  + Concerns about not fully develing gravel pit, 9400 s & highland, and connections to trax stations

Integration into the larger regional transit system

* The FEIS fails to address how this will integrate into to broader regional transit system
* Recommend having all improved bus service start at a TRAX station
* Recognize work needs to be done in BCC.
* CWC taking on BCCMAP work in advisement of UDOT to help move forward BCC mobility solutions
* Recognize the concerns of Cottonwood Heights Blvd.
  + Pull key comments from CH
  + Parking structure doesnt alleviate traffic issue on Wasatch Blvd.
* Recognize key points from Sandy, Alta, and CH

Year-round transit service

* The FEIS fails to recognized the need and demand for year-round transit service
* If considerable amount of resources are going into buses over the next few years, the service provider should be able to use those resources during the summer as well. The buses purchased to increase service during the winter season should also be used throughout the year.
* Recognize that gondola B does evaluate summer usage, but the forecasted usage is very limited
* Why wasn’t a similar evaluation done for year-round bus service
* How can the proposed trail head parking improvements accommodate future multi-modal trips (running, bikes, transit, etc.)

Long-term protection of critical areas

* Recently, the CWC released its Environmental Dashboard which monitors five main elements of the Central Wasatch. This tool, meant to be used by the public, for subject area experts, educators, press, and policymakers, will be helpful in setting both metrics of success and monitoring conditions during phased implementation.
* The time may be ripe to move the proposed CWNCRA forward as transportation solutions are being finalized.
* Language in the bill is flexible enough to accommodate UDOT’s phased approach
* Would any change in land-use, management plans, land designations during bus phasing have an impact on future high-capacity transit options?

In addition to to the evaluation of the FEIS through the PIllars lens, the CWC has the following recommendations:

* A complete and thorough action plan that gives the public a timeline of implementation
* A collaborative effort to define what success looks like, mutually agreeing on successful metrics and evaluation measures
* A detailed plan of how the Cottonwood Canyons Transportation Investment Fund will be used to implement the phased approach alternative
* Please provide more accurate costs.
* Tolling issues regarding single occupancy vehicles (residents, delivery trucks, emergency vehicles, utilities vehiles) still be charged
* Is there a preference for the service provider (UTA, UDOT, outside party)? Is there support from public service provider?
* The decision to move forward with the gondola a option should not be a funding based desicon but a metrics, data, and level of service decision.

Of CWC members, the following have passed resolutions supporting a phased bus approach but no gondola:

Salt Lake City