

**RECOMMENDATION OF PRACTICAL APPLICATION AND FISCAL
RESPONSIBILITY**

CONCERNING LITTLE COTTONWOOD CANYON

WHEREAS, currently the population of the Wasatch Front is 1,661,385 and is projected to be 2,521,518 BY 2050 more than a 33% increase*;

WHEREAS, the Wasatch Front is in a mega drought which is not been replicated in more than 1200 years;

WHEREAS, there are serious funding shortfalls in Utah for housing, public education and healthcare;

WHEREAS, Utah Department of Transportation(UDOT) has completed its Final Environmental Impact Statement (FEIS) reviewing and recommending the taxpayers of Utah support an 8 ½ mile Gondola with phased approaches to alleviate traffic conditions in Little Cottonwood Canyon which by 2019 financial analysis would cost \$590,000,000.00;

WHEREAS, to date no time or fiscal projections have been made as to each of the phases;

WHEREAS, upon its creation, the Central Wasatch Commission (CWC) was tasked with carrying out projects initiated during the Mountain Accord process including federal legislation, the Central Wasatch National Conservation and Recreation Area Act (CWNCR), Environmental Dashboard and Canyon transportation improvements;

WHEREAS, CWC was organized in part to avoid a piecemeal approach as one could characterize the FEIS, and as a result we are experiencing havoc, causing harm and destruction to our watershed, shared public lands and our treasured National Forest.

THEREFORE, the Stakeholders Council (SC), as part of the CWC recommends as follows:

1. The SC supports a practical and fiscally conservative approach for alleviating traffic conditions in Little Cottonwood Canyon, particularly during the Winter ski season, provided specific traffic flow goals by UDOT are stated in 2022/2023. Practical solutions could include such things as ski resort parking reservations, paid parking, priority carpool parking, coordinated and consistent ski resort parking management, roadside parking restrictions which were enforced, designated areas for voluntary carpooling, base of canyon tolling for single occupant vehicles, consistent checking for 4x4 and snow tires during predicted inclement weather periods, and bus priority lanes leading to the canyons. When the desired traffic flow numbers have been achieved the proposed Gondola would be indefinitely deferred or eliminated.
2. The SC respectfully request from both the CWC and UDOT an actual timetable for the various phases, the target goal in traffic flow for each phase and the estimated cost of each phase.

3. The SC respectfully request an integrated public transit centric plan for traffic mitigation for Mill Creek, Big Cottonwood, and Little Cottonwood Canyons, as well as, dispersed public transit hubs located throughout the Wasatch front and Summit County.
4. The SC request that action on CWNCRRA be taken as soon as feasible to protect against the potential damage the State seeks to initiate with its FEIS, provided proper safety and law enforcement are an integrated part of any federal legislation.