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Project name:
Big Cottonwood Canyon Mobility Action Plan (BCC MAP)

Date:
March 1, 2023

Memo

Subject: BCC MAP Public Survey Summary - DRAFT

1. Introduction

The purpose of this memo is to summarize the process and results for the public survey conducted as part of the Big Cottonwood Canyon Mobility Action Plan (BCC MAP). The BCC MAP is building upon previous studies to prioritize near- and long-term solutions that will improve mobility in Big Cottonwood Canyon throughout the year. The BCC MAP will lay out an implementation plan for decision-makers to consider in potentially moving forward with the varying options, including funding, timeline, and environmental next steps.

The purpose of the survey was to provide the public an opportunity to comment on a range of topics related to improved mobility, with detailed questions about some of the potential types of solutions that are under consideration. The survey consisted of 35 questions in the following topic areas:

- Improved winter season bus service
- Year-round transit
- Parking
- Tolling, fees and fares
- Mobility hubs
- Bicycling
- Funding

The survey questions were a range of Yes/No/Maybe, short answer, ranking, and long-form responses. Most questions included the option for the respondent to include alternative, short-form responses in the place of the set multiple-choice options. The final question on the survey was an open-ended option to provide additional comments. A copy of the full survey is provided as Attachment A.

It is important to note that the survey was not inclusive of all potential solutions or recommendations that may be incorporated into the BCC MAP. Additional solutions are actively being considered and will not be omitted from the BCC MAP solely because they were not addressed in the survey.

2. Survey Distribution

The survey was available on the Central Wasatch Commission (CWC) website (www.cwc.utah.gov) from January 10, 2023, to February 10, 2023. Notices regarding the availability of the survey were provided through various online methods, including the CWC website, email newsletter, and social media. These notices were sent from the CWC through the email newsletter and social media upon the opening of the survey on January 10th, with additional reminders over the course of the survey period.

Information about and links to the survey were shared with CWC partners and stakeholders to distribute through their standard communication channels as well. This included online links to the survey that were shared online and distributed from such partners as the Utah Transit Authority (UTA) and the Wasatch Front Regional Council.

In addition, hard copy flyers and posters with the survey link and a QR code for accessing the survey were distributed at various locations in Big Cottonwood Canyon and the Salt Lake valley to capture a broad range of input and different users. Notices were displayed at such locations as municipal buildings and libraries in the valley, various recreation-focused businesses, and the Big Cottonwood Canyon ski resorts. A copy of this notice is provided in Attachment B. The full list of physical distribution locations for survey notices includes:

- Brighton Resort
- Cottonwood Heights City Hall
- Cottonwood Heights Library
- Hangar 15 Bicycles
- Holladay City Hall
- Holladay City Library
- Hyland Cyclery
- Millcreek Community Library
- National Ability Center (notice was emailed)
- Salt Lake County Government Center
- Salt Lake City Bicycle Collective
- Sandy City Hall
- Silver Fork Lodge
- Ski 'N See
- Solitude Resort
- Wasatch Powder House

3. Survey Results

In total, 963 responses were received. As a response was not mandatory for every question, each question had a varying number of responses. Of the respondents who provided their location, which was approximately 740 total, more than 90% indicated they were from Utah. The respondent locations included:

- Salt Lake City (nearly 300 respondents)
- Sandy, Brighton, Cottonwood Heights (60-70 respondents)
- Millcreek (30-40 respondents)
- Holladay, Draper, Park City, South Salt Lake, Murray, South Jordan (10-20 respondents)
- Various locations throughout Salt Lake, Summit, Utah, Davis, and Washington counties; multiple states

A summary of each question and responses is provided below, with a full copy of the comments received included as Attachment C. Note that various questions were posed as multiple choice, with Yes/No/Maybe as the possible answers; most of these included a corresponding short-form response box for respondents to write in an explanation. Those write-in responses are typically illustrated as the "Other" responses in the following summary. In general, these "Other" responses capture a mix of yes, no, or "it depends" for each relevant question.

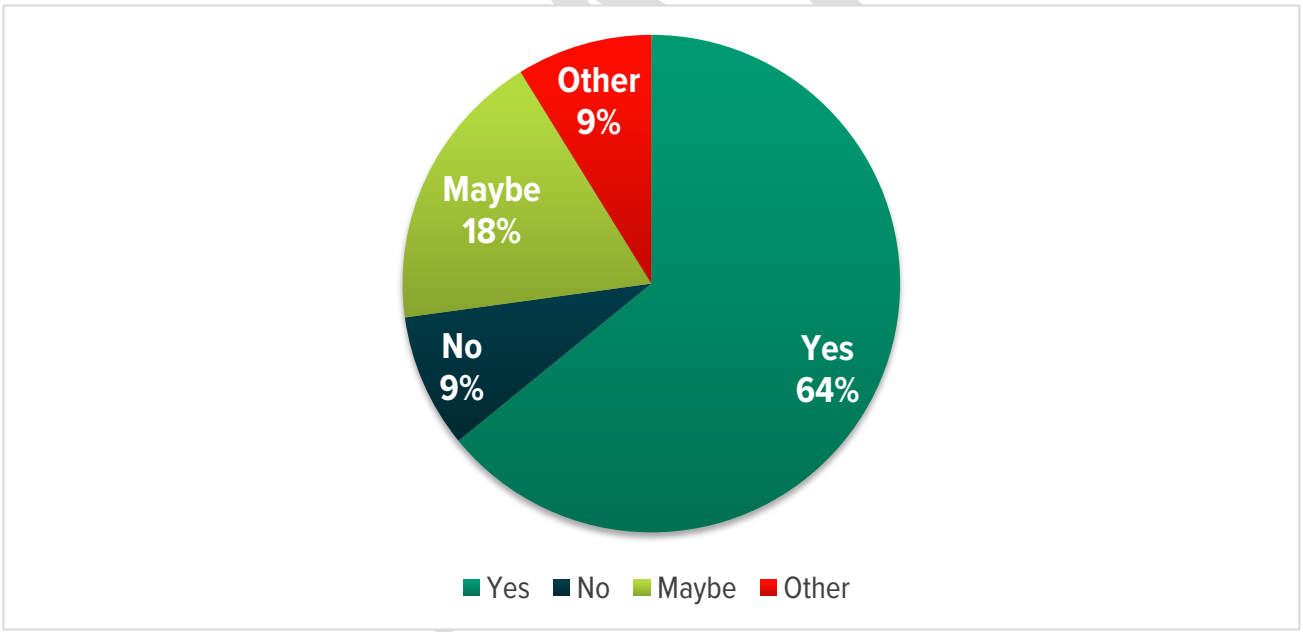
3.1 Improved Winter Season Bus Service

Question 1. Would you use a seasonal express bus serving the resorts?

This question gauges general support for seasonal [winter] express bus service that directly routes to Brighton and Solitude resorts. Support was relatively high, with only 9% of the 942 respondents selecting No (Figure 1). Approximately 80 respondents provided comments in the short-form box for Maybe/Other responses, some of which noted that they were not skiers or do not use the canyon in the winter, or commented on summer/year-round service. Of the comments provided, the most common themes included:

- The need for frequency and seating capacity, incentivizing bus use (e.g., tolling or fees for single-occupant vehicles (SOV), free fare), potential bus bypass lanes or means to pass traffic, etc.
- Multiple commenters noted the desire for stops that would service backcountry trailheads, noting such locations as Spruces, Cardiff
- Various canyon residents noted that either they would not need the service, or that bus access/stops for residents should be considered
- Direct access to each resort

Figure 1. Would you use a seasonal express bus serving the resorts? (Question 1)



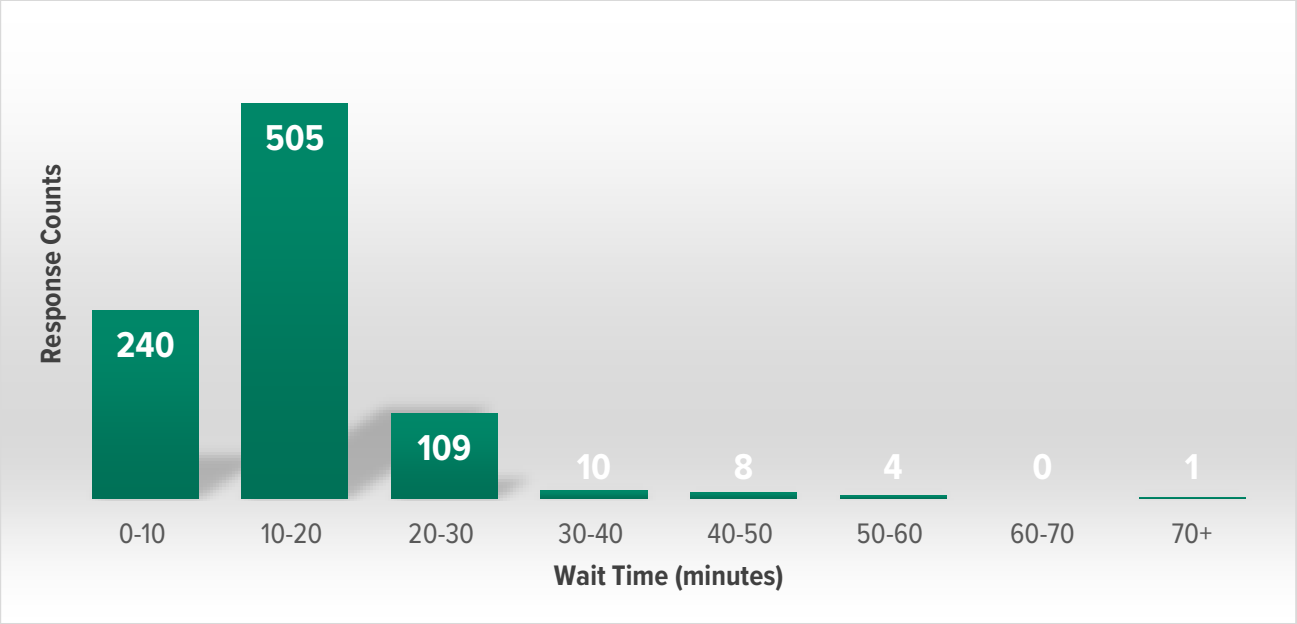
Question 2. Please specify the number of minutes you are willing to wait to board a bus that takes you directly to the resorts.

This question allowed for a short-form response. Of the 908 responses, most results showed that users would not wait longer than 30 minutes, and most would not wait more than 15 to 20 (Figure 2):

- Range: 0-75 minutes
- Average: 16.5 minutes
- Most Common: 15 minutes

Multiple respondents noted that the length of time to get to the resort and/or the ability of the bus to bypass traffic would greatly impact not only their use of the bus, but the amount of time they are willing to wait to board.

Figure 2. Number of Minutes Willing to Wait for Bus Service Direct to Resorts (Question 2)



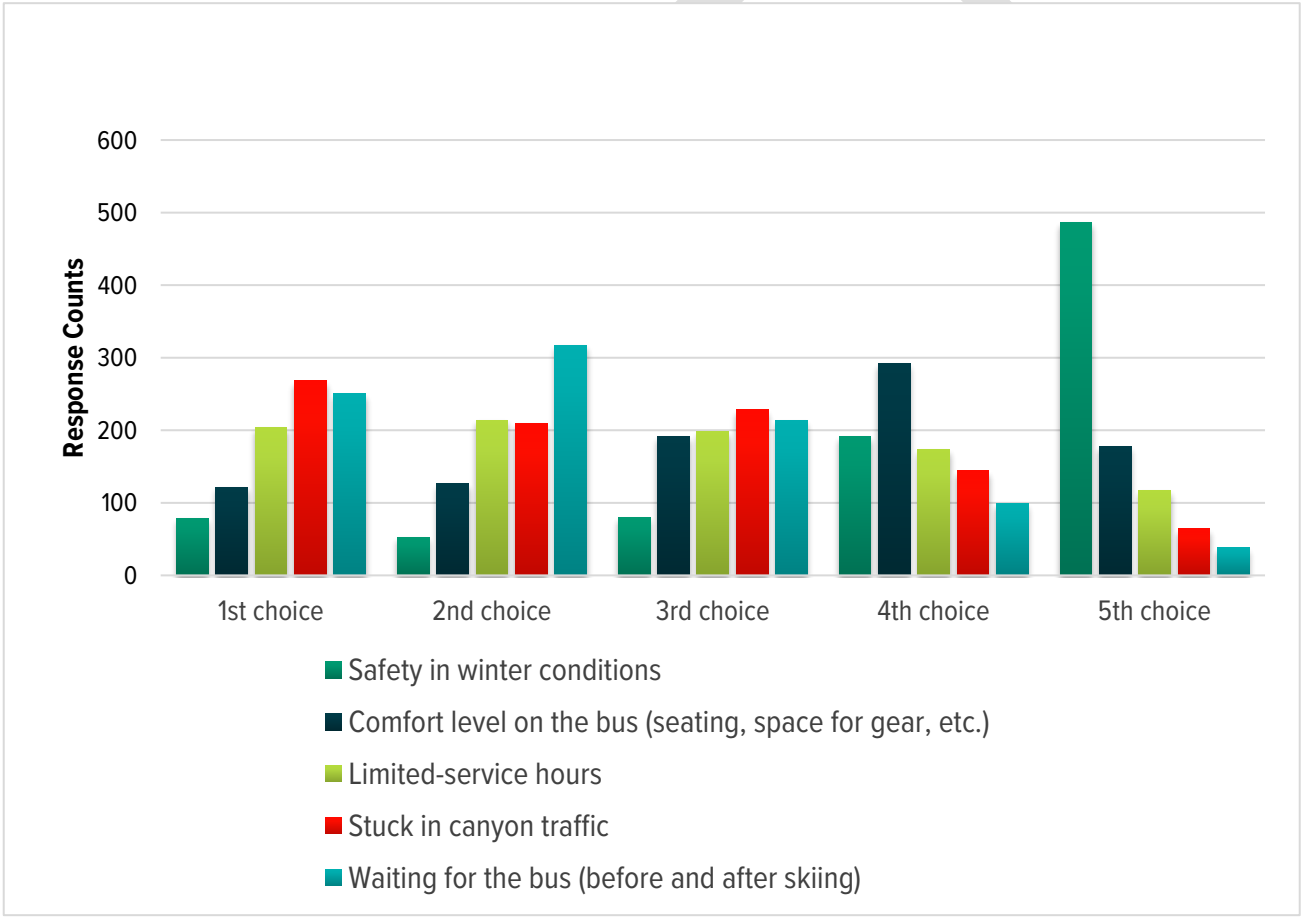
Question 3: Please rank potential concerns regarding utilizing an express bus (1 = your biggest concern).

This question asked respondents to rank a set list of concerns that would impact their desire to use a seasonal (winter) express bus. The available options consisted of:

- Safety in winter conditions
- Comfort level on the bus (seating, space for gear, etc.)
- Limited service hours
- Stuck in canyon traffic
- Waiting for the bus (before/after skiing)

When looking at the first and second choice rankings, waiting for the bus amounts to the primary concern, followed by the bus being stuck in canyon traffic and limited service hours (Figure 3).

Figure 3. Seasonal Express Bus Concerns (Question 3)



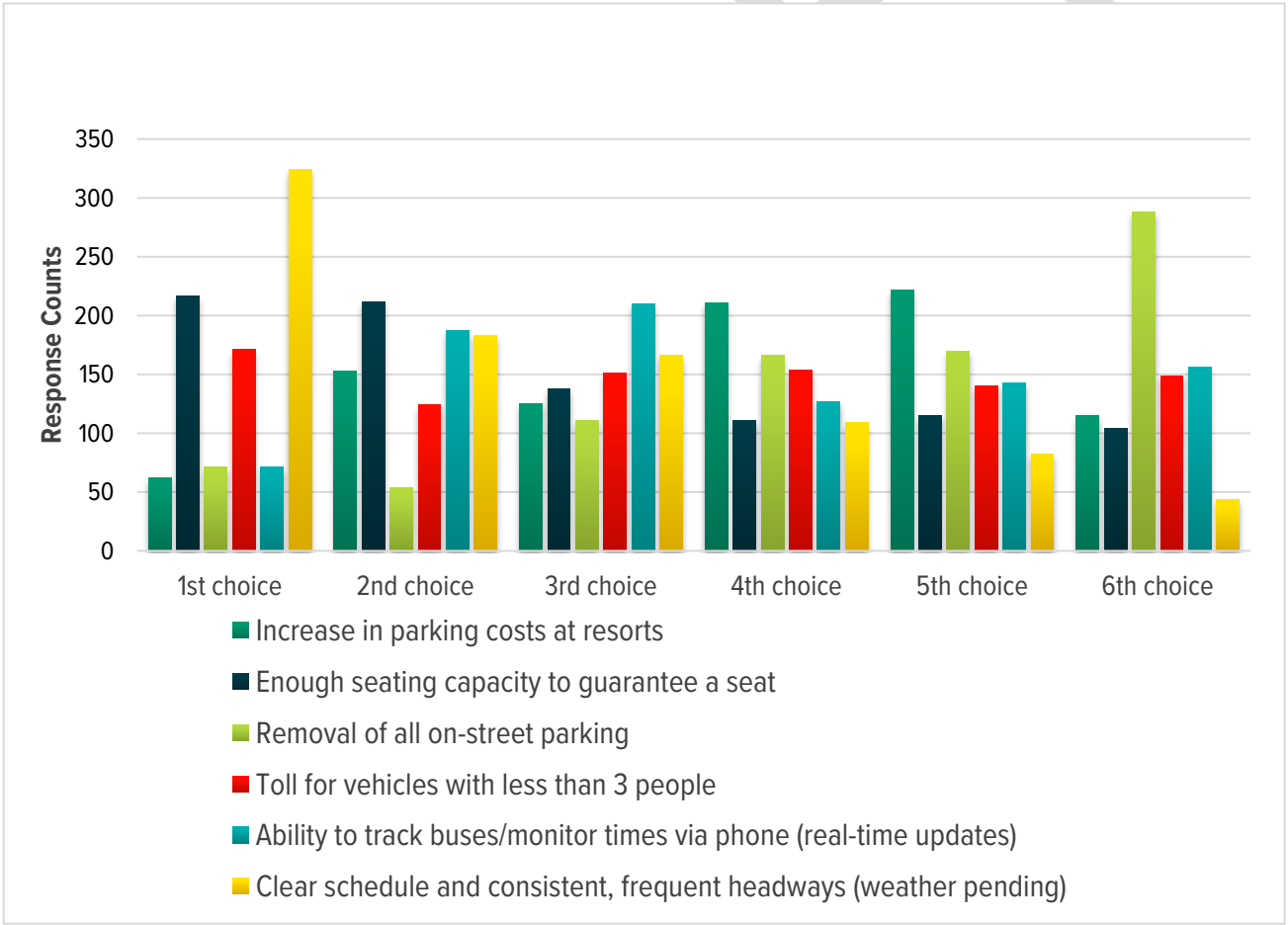
Question 4: Please rank items below that would encourage you to utilize a seasonal express bus (1 = most important).

This question accounts for features that would encourage respondents to utilize seasonal (winter) express bus. Similar, to Question 3, respondents were asked to rank a set list of items, in order of most important. The set of features included the following:

- Increase in parking costs at resorts
- Enough seating capacity to guarantee a seat
- Removal of all on-street parking
- Toll for vehicles with less than three people
- Ability to track buses/monitor times via phone
- Clear schedule and consistent, frequent headways

As shown in Figure 4, a clear schedule and consistent, frequent headways stands out as the top incentive to use a seasonal bus. Secondary to that are tolling for vehicles with less than three people and the ability to monitor buses real-time via phone.

Figure 4. Seasonal Express Bus Incentives (Question 4)



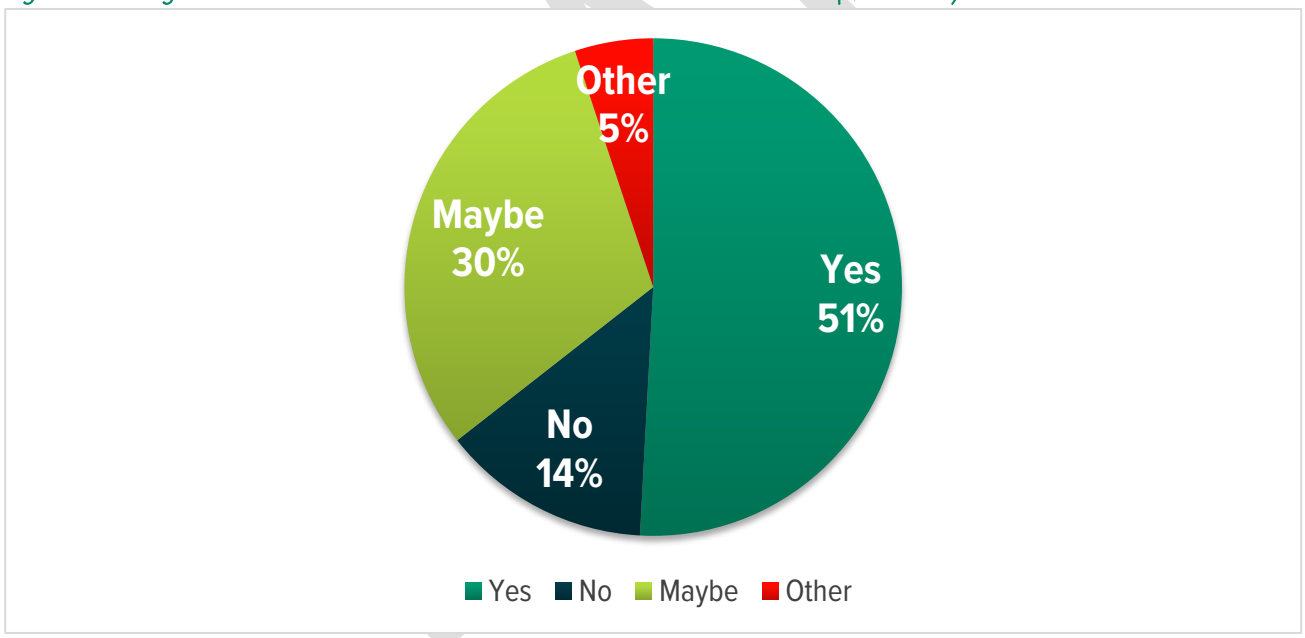
3.2 Year-round Transit

Question 5: If transit were provided during non-winter months to trailheads and the resorts, would you utilize the service?

This question gauges interest in a more year-round service, servicing trailheads and/or other points within the canyon. Approximately 50% of the responses indicated Yes (Figure 5). A combined 35% selected Maybe or Other, indicating their use of year-round service would be dependent on various factors. Approximately 50 respondents provided comments in the short-form box for Maybe/Other responses. Of the comments provided, common themes included:

- The need for frequency, incentivizing bus use (e.g., tolling or fees for single-occupant vehicles, low fare), parking space available at park and rides, restricted parking in canyon, etc.
- Various canyon residents noted that either they would not need the service, or that they would use it if bus stops were located for residential access
- Depends on which trailheads serve as stop locations, space for bicycles
- Multiple comments noted that canyon uses requiring more gear, such as camping, would make using a bus or shuttle too difficult

Figure 5. Willingness to Use Non-winter Transit Service to Trailheads and Resorts (Question 5)

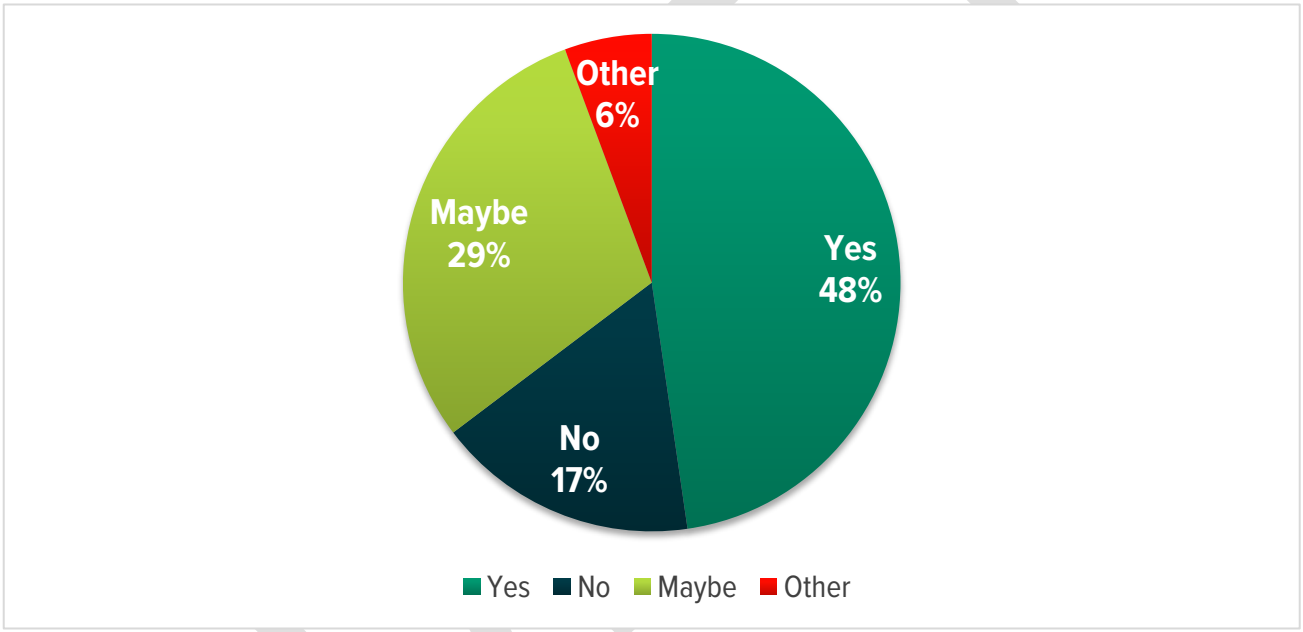


Question 6: Would you be willing to pay for year-round bus service if a fare were required?

This question gauges respondents' willingness to pay a fare for year-round bus service. Results closely mimic those of Question 5, with approximately 50% indicating support, 17% answering No, and 35% indicating Maybe or Other, depending on various factors (Figure 6). Similar to Question 5, approximately 50 respondents provided comments in the short-form box for Maybe/Other responses. Of the comments provided, common themes included:

- Depends on cost of the fare, with a preference for minimal to no fare
- Support for purchasing a seasonal or monthly pass over a per-ride fare
- Desire for it to be included with a ski pass
- Canyon residents noted that either they would not need the service, or that it could be a positive option if bus stops were located for residential access
- Bicycle accommodations on the bus would impact willingness to use the service

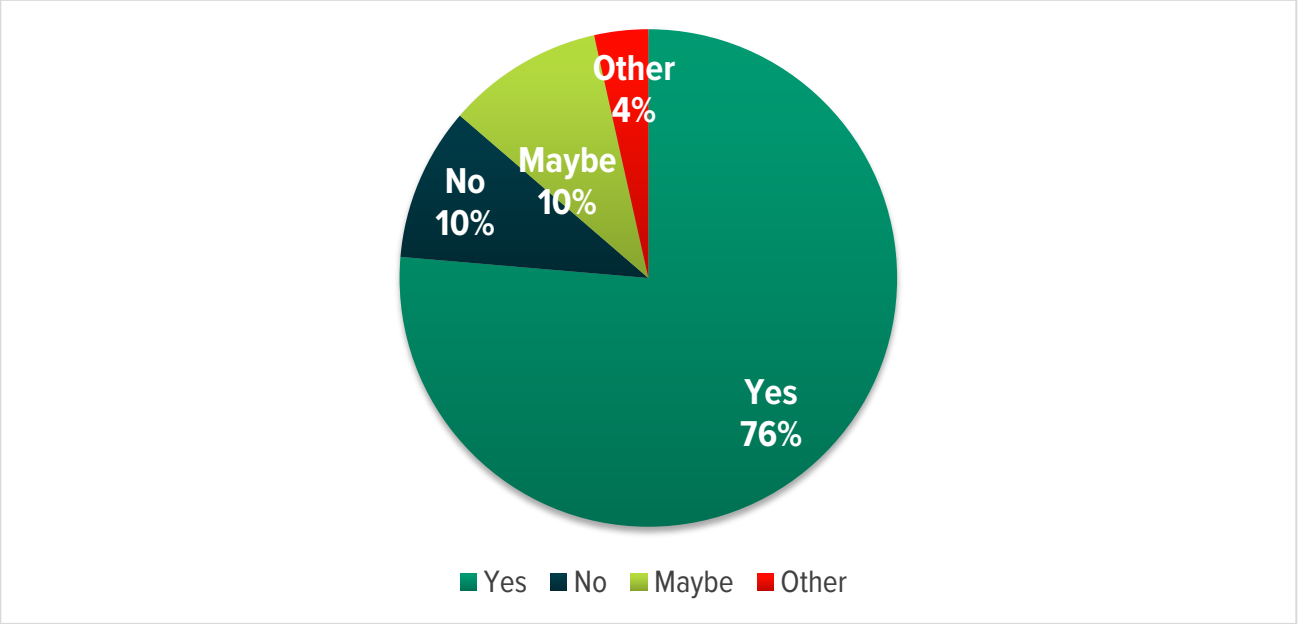
Figure 6. Willingness to Pay for Year-round Bus Service if Fare were Required (Question 6)



Question 7: Typical buses would require space to pull off the roadway at trailheads (to allow flow of traffic to continue), likely requiring a reduction in parking spaces. Would you support a reduction of parking spaces to allow for improved transit access at trailheads?

At 76%, respondents answering with a firm Yes on this question are quite high compared to previous questions (Figure 7). It should be noted that this question may be perceived to imply that improved transit access at trailheads would be contingent upon removing parking spaces, which may not be the case. It is difficult to differentiate if the support indicated in this response is more tied to the general idea of improved transit at trailheads, or specifically the removal of parking spaces to allow that improvement.

Figure 7. Support for Reducing Parking at Trailheads to Allow for Improved Transit Access (Question 7)



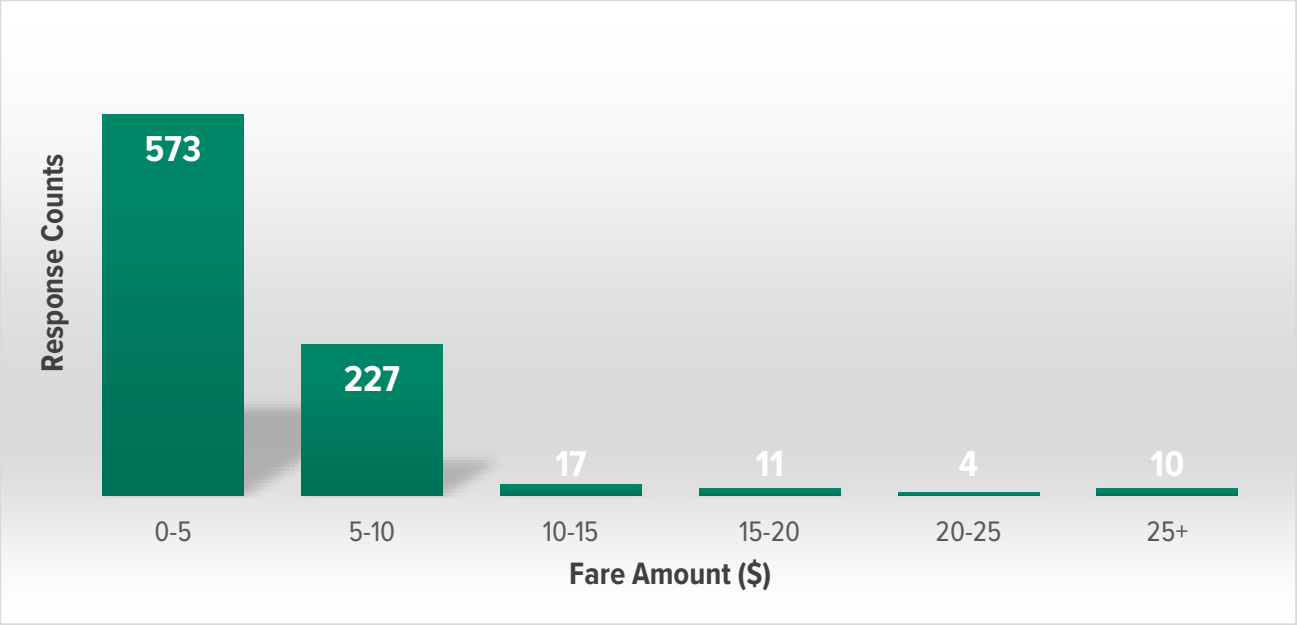
Question 8: If a fare were required for bus service, how much would you be willing to pay for round-trip service?

This question allowed for a short-form response. Of the 907 responses, most results showed that users would not pay more than $10, and most support the fare ranging from free to $5 (Figure 8).

- Range: $0-100
- Average: $6.38
- Most Common: $5

As the question was open-ended, respondents provided additional comments that touched on some themes shared for Question 6, such as the potential for a season pass instead of per-trip or ensuring the bus fare is less than the cost of a toll or parking. In addition, comments noted such ideas as group or family rates; using a scaled fare with lower prices for students, senior citizens, children, etc.; and a scaled fare tied to the length of the trip.

Figure 8. Round-trip Bus Fare (Question 8)

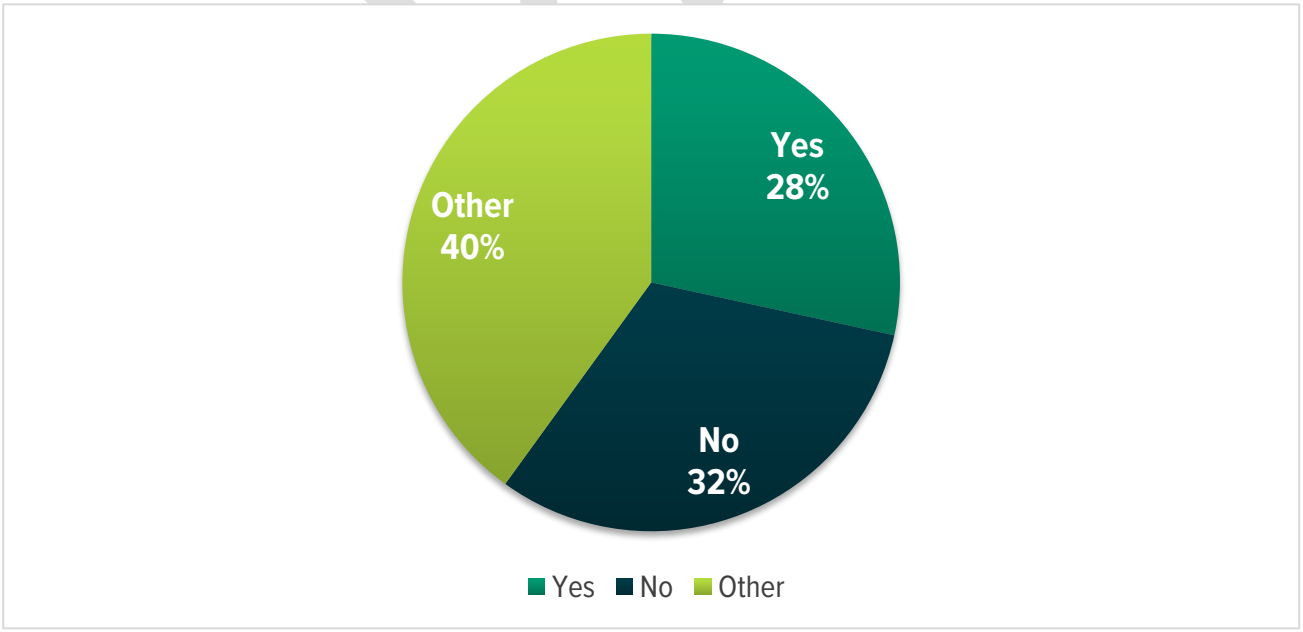


Question 9: Should the fare differ for winter service to a resort vs year-round service to additional locations in the canyon?

This question allowed for a short-form response instead of a multiple-choice option. Of the 887 responses, approximately two-thirds were evenly split between clear Yes or No answers. The remaining responses were pretty evenly split between support and non-support for this idea, with additional supporting explanation. These responses are indicated as Other in Figure 9, and consisted of the following common themes:

- Fares to resorts in winter should be higher, or included with daily or season pass, and/or fares should be higher for winter service and partially or wholly subsidized by the resorts
- More expensive during peak periods
- Should be minimal to free no matter the time of year to incentivize using transit
- Discount for locals, seniors, students, etc.
- Provide options for six-month or annual pass
- Support for improved transit frequency, valley loading areas
- Scaled fare depending on length of trip
- Dynamic pricing based on demand
- Lower fare in winter, as incentivizing transit use in winter would have greater impacts on traffic reduction (i.e., traffic congestion is a winter problem)
- Additional fees for gear
- Non-fare related, but noted idea for a separate backcountry skiing bus to popular backcountry start points

Figure 9. Support for a Different Fare for Winter Service vs. Year-round Service (Question 9)



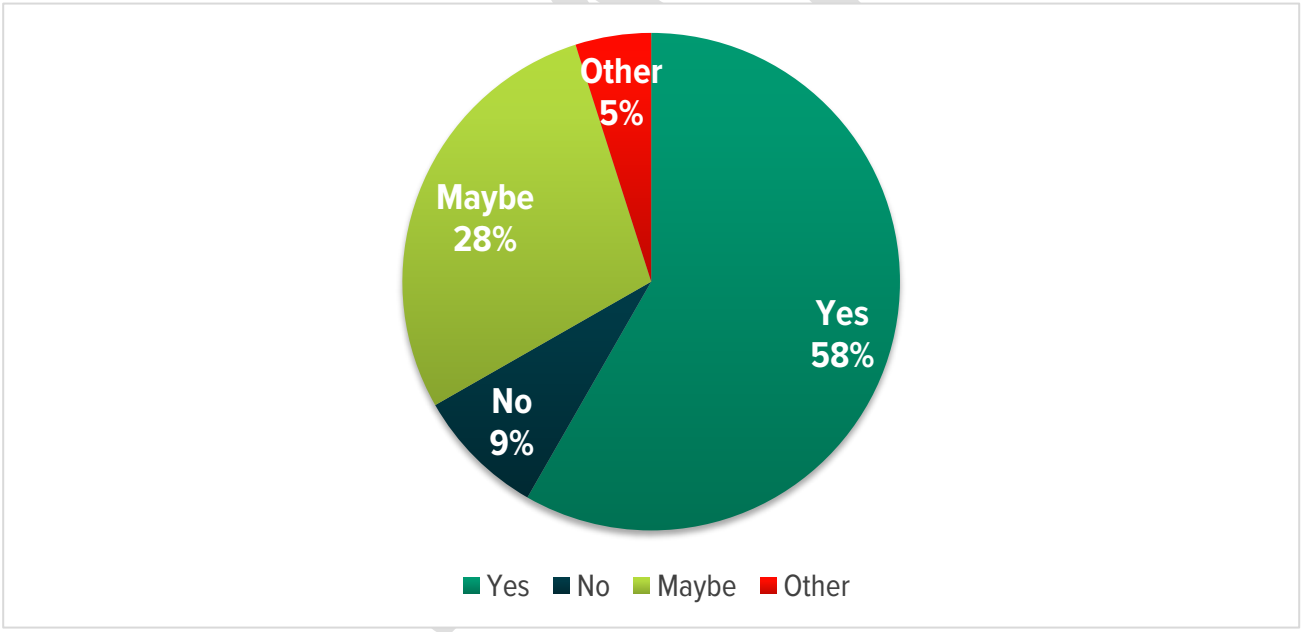
Question 10: If a shuttle service (such as a 15-passenger van) were provided and could stop at more trailheads and potentially not impact as many parking spaces, would you utilize the service?

The 935 responses received for this question are generally similar to those for other non-winter transit service questions. More than 50% responded with a clear Yes, 9% with a clear No, and more than 30% were in the Maybe/Other category (Figure 10). Of the 40 short-form responses provided, common themes included:

- Concern that shuttles would not be sufficient when compared to buses, and potential option for shuttles to provide supplementary service
- The service would need to be more convenient and cheaper than driving
- Concerns over visitor capacity and overcrowding of trailheads/trails
- Need for space that could accommodate bicycles and gear
- Clear scheduling, frequency, and questions regarding where the shuttle would pick riders up

Multiple commenters noted that their response was irrespective of the impact to parking spaces. It should be noted that while the impact to parking spaces may be included in further consideration of a shuttle option, a shuttle option would not be employed solely with the goal of avoiding impacts to parking spaces. Multiple commenters noted that their response was based solely on their support (or not) for shuttle service, and was not based on the parking component of the question.

Figure 10. Support for a [Non-winter] Shuttle Service (Question 10)

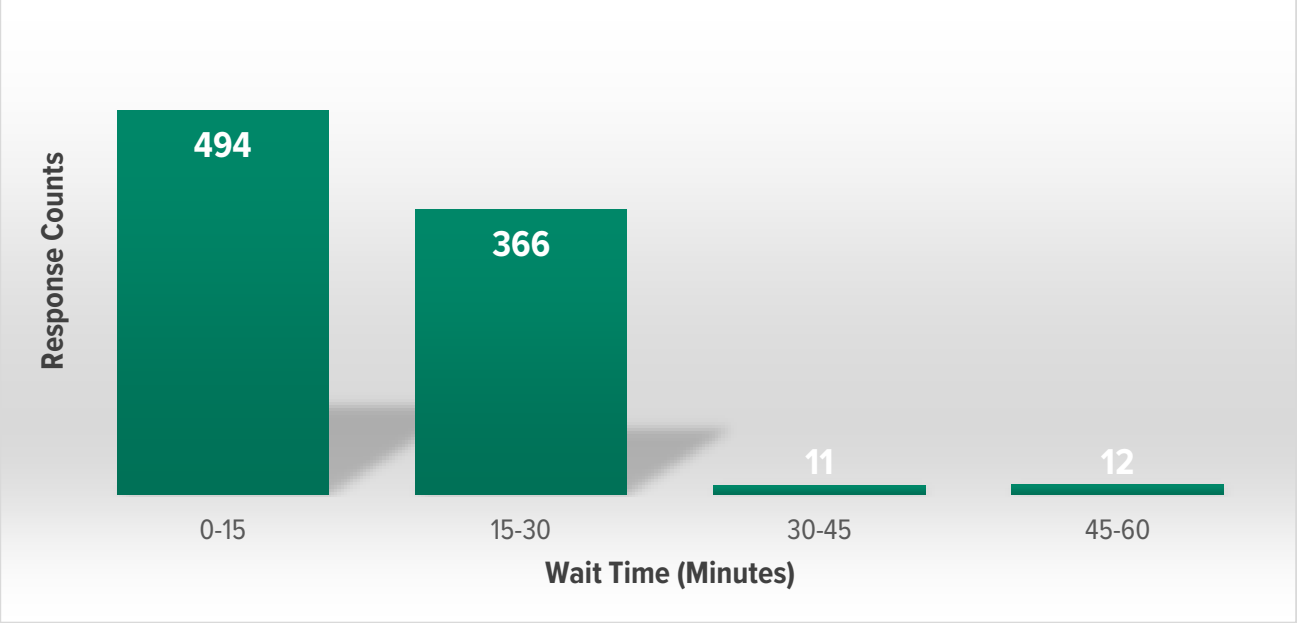


Question 11: What is the maximum amount of time you are willing to wait for a non-winter bus providing canyons service?

This question allowed for a short-form response, and posed a similar situation as Question 2, but for non-winter bus service instead. Generally, respondents expect similar service frequency when compared to direct resort service during the winter, with only a slightly higher wait tolerance level. Of the 905 responses, most results showed that users would not wait longer than 30 minutes, and most would not wait more than 15 to 20 (Figure 11):

- Range: 0-60 minutes
- Average: 18.23 minutes
- Most Common: 15 minutes

Figure 11. Number of Minutes Willing to Wait for Non-winter Bus Service (Question 11)



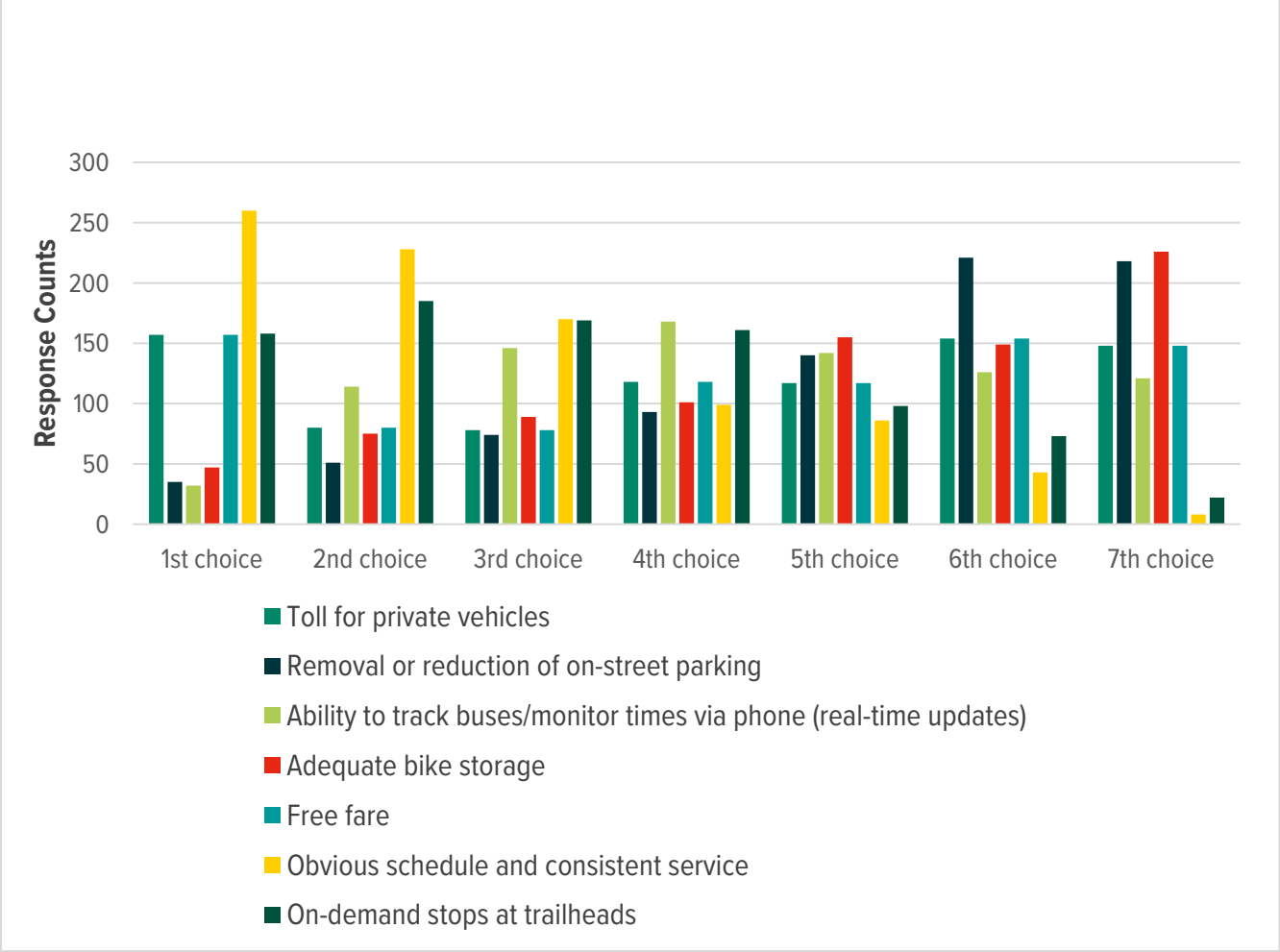
Question 12: Please rank items that would encourage you to utilize non-winter canyons bus service. (1 = most meaningful)

Similar to Question 4, respondents were asked to rank a set list of features that would encourage their use of non-winter bus service. The set of features included the following:

- Toll for private vehicles
- Removal or reduction of on-street parking
- Ability to track buses/monitor times via phone
- Adequate bike storage
- Free fare
- Obvious schedule and consistent service
- On-demand stops at trailheads

As shown in Figure 12, the top priority was identified as an obvious schedule and consistent service, followed by on-demand stops at trailheads.

Figure 12. Year-round Bus Service Incentives (Question 12)



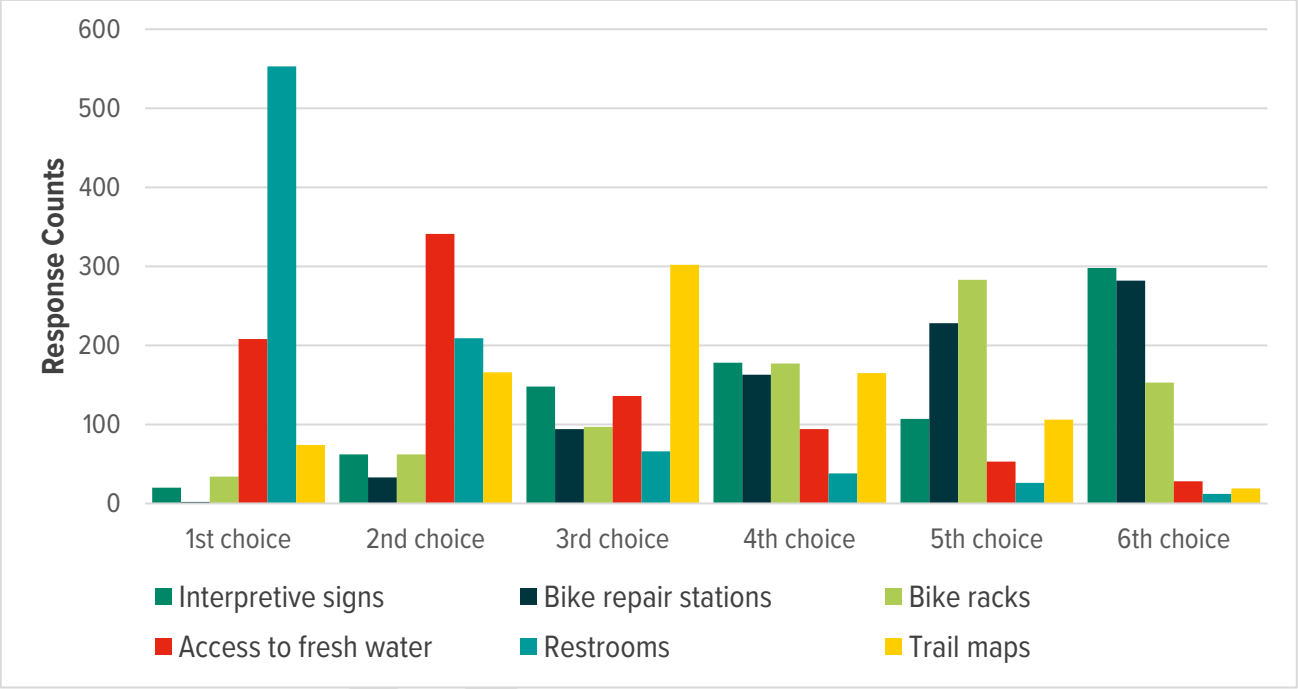
Question 13: Please rank amenities that could be provided at in-canyon transit stops (1 = most preferable)

This question asked respondents to rank a set list of potential amenities for in-canyon transit stops (Figure 13). The set of amenities to rank included the following:

- Interpretive signs
- Access to fresh water
- Bike repair stations
- Restrooms
- Bike racks
- Trail maps

Results of this question show a clear hierarchy of preferences, with restrooms as the first choice, followed by access to fresh water as the second, and trail maps as the third.

Figure 13. Preferred In-Canyon Transit Stop Amenities (Question 13)

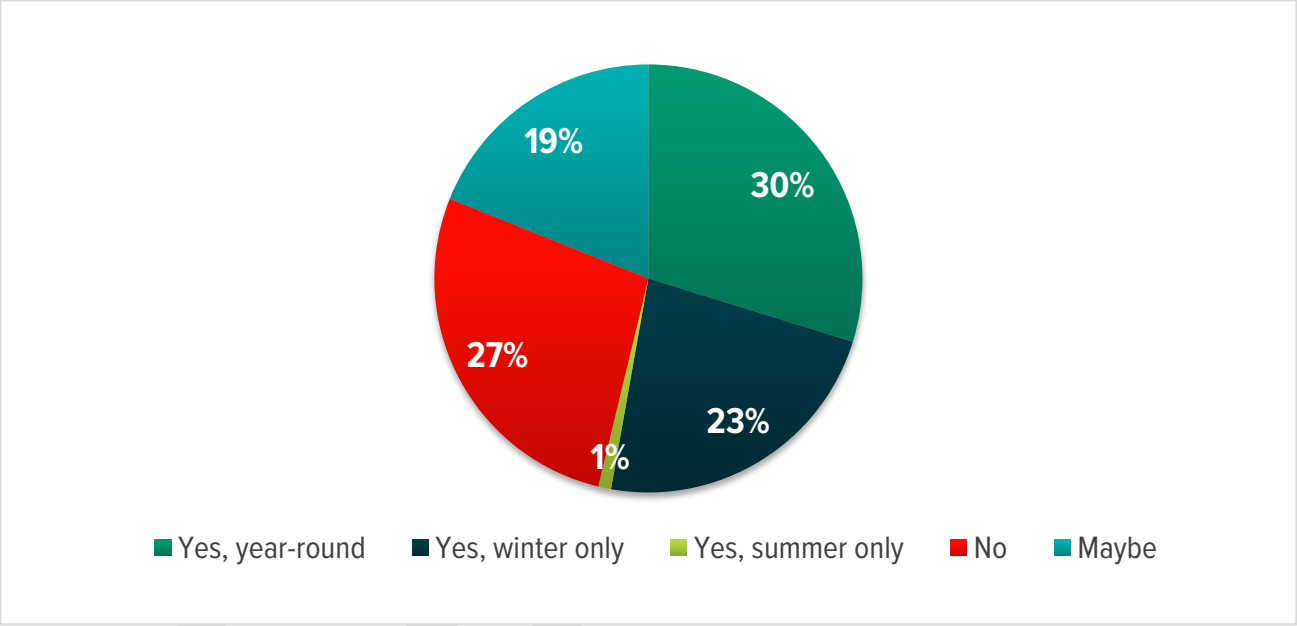


3.3 Parking

Question 14: Would you support the removal of on-street parking?

This question gauged support for the removal of on-street parking—part-time or the complete removal thereof. Of the 930 responses, there was fairly evenly distributed support, at approximately 30% each, for the "Yes, year-round" option and the "No" option (Figure 14). There was no option for short-form "Other" comments with this question, so it is more difficult to interpret many of the "Maybe" responses or nuance related to the other categories. "Yes, summer only" was the least desirable option, with only 1% of the responses. Generally, there is support for some form of on-street parking removal; this comes up again with the final, open-ended comment box for the survey, where various commenters noted the desire for on-street parking to be removed for one reason or another.

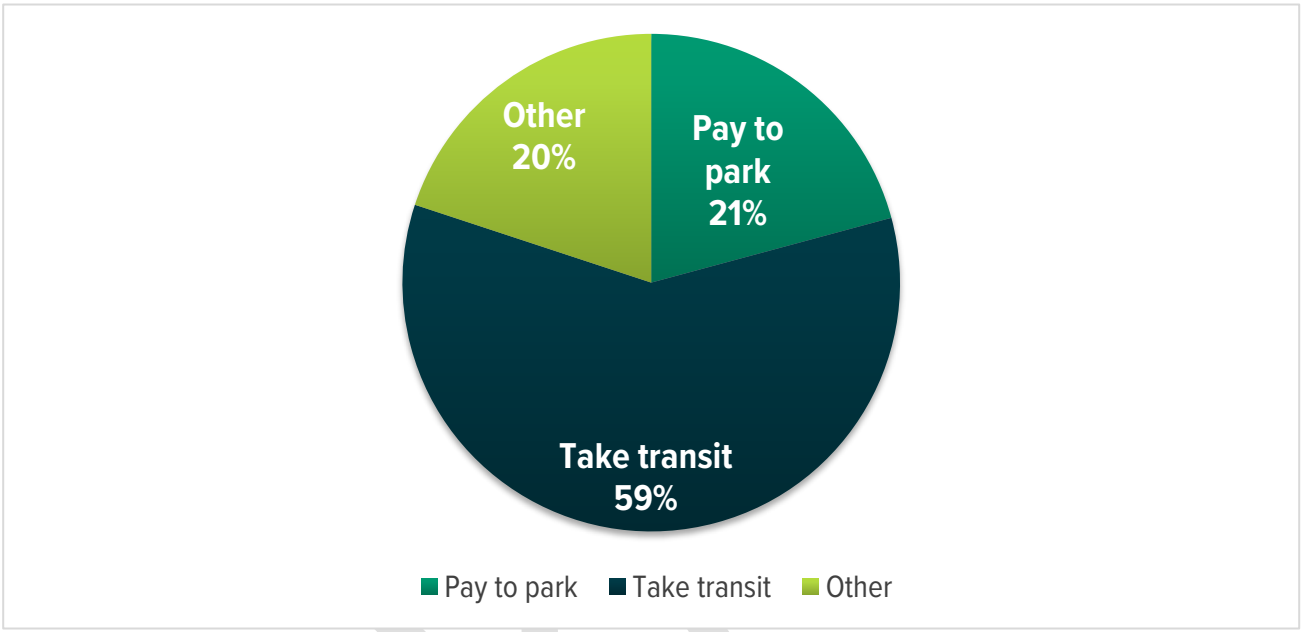
Figure 14. Support for Removal of On-street Parking (Question 14)



Question 15: In the absence of on-street parking during the winter months, would you:

This question gauges what alternatives users would utilize in the case that on-street parking were removed as an option through the winter. Of the 918 responses, a slight majority noted they would utilize transit, while approximately 20% would simply pay to park somewhere (Figure 15). The short-form "Other" responses commonly noted either using a combination of the two options presented depending on circumstance, or they may stop using the canyon altogether. A fair number of comments refer to backcountry skiing and the need for on-street parking for that particular activity.

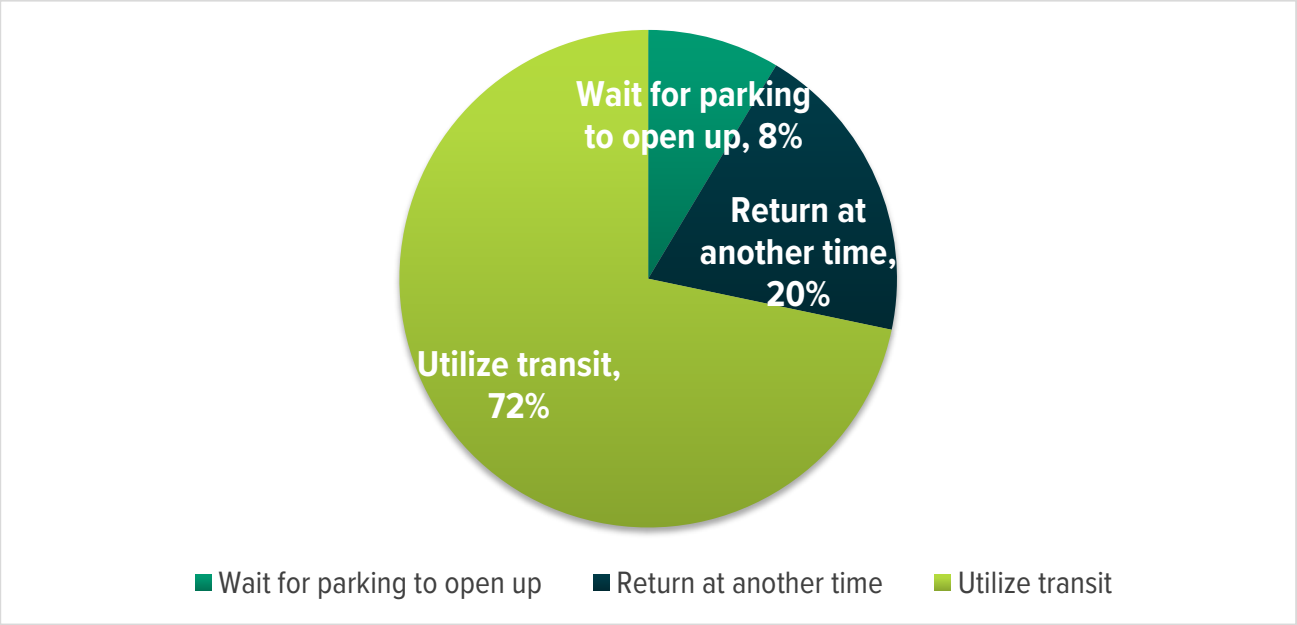
Figure 15. Preferred Alternative Options Based on Absence of On-street Parking (Question 15)



Question 16: If you knew that parking was full at the resorts (winter) or at trailheads (non-winter months), and on-street parking was not allowed, would you:

In the case of parking being full at current lots, and removal of on-street parking, alternatives were gauged for interest. Of the 919 responses, a much higher percentage of respondents acknowledged their willingness to ride transit (Figure 16). A notable percentage would also simply leave and return another time. This question did not provide the option for short-form write-in responses, so additional detail regarding why respondents would prefer one option over another is not available.

Figure 16. Alternative Options Based on Removal of Street Parking and Full Lots (Question 16)

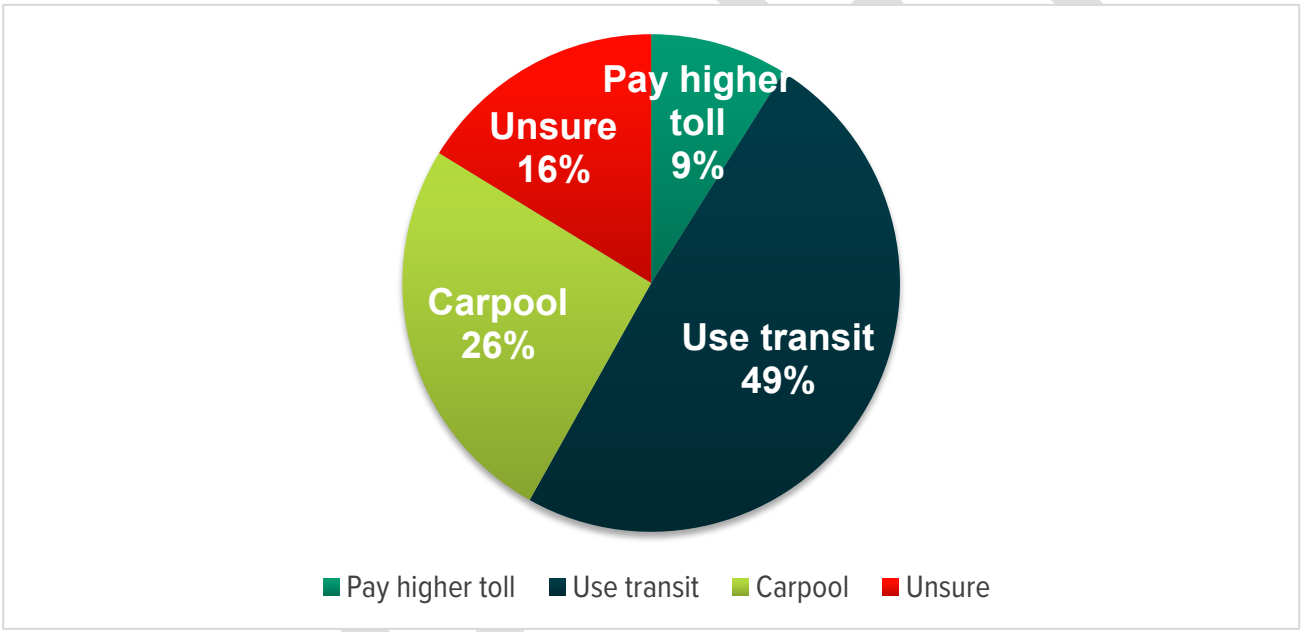


3.4 Tolling, Fees and Fares

Question 17: With dynamic tolling, the cost of traveling increases or is at its highest during periods of peak travel, and lower during other periods of the day. If dynamic tolling were implemented, would you be willing to pay the higher toll (excluding additional resort parking fees) during winter months, carpool, or utilize transit during morning peak traffic?

This question gauges respondents' willingness to pay a higher toll during dynamic tolling periods. Of the 929 respondents, a minority would outright pay the higher toll, with a large percentage of users being willing to take transit or carpool instead (Figure 17). This question did not provide the option for short-form write-in responses, so additional detail regarding why respondents would prefer one option over another is not available. However, dynamic tolling was mentioned in various comments provided in the open-ended comment box at the end of the survey. Multiple commenters were not familiar with the concept when referenced as "dynamic tolling," though many commenters throughout the survey described this as a potential option using language other than "dynamic tolling." In many instances, a corresponding concern was expressed over equity and the impact to individuals of lower economic position.

Figure 17. Alternative Options Based on Implementation of Dynamic Tolling (Question 17)

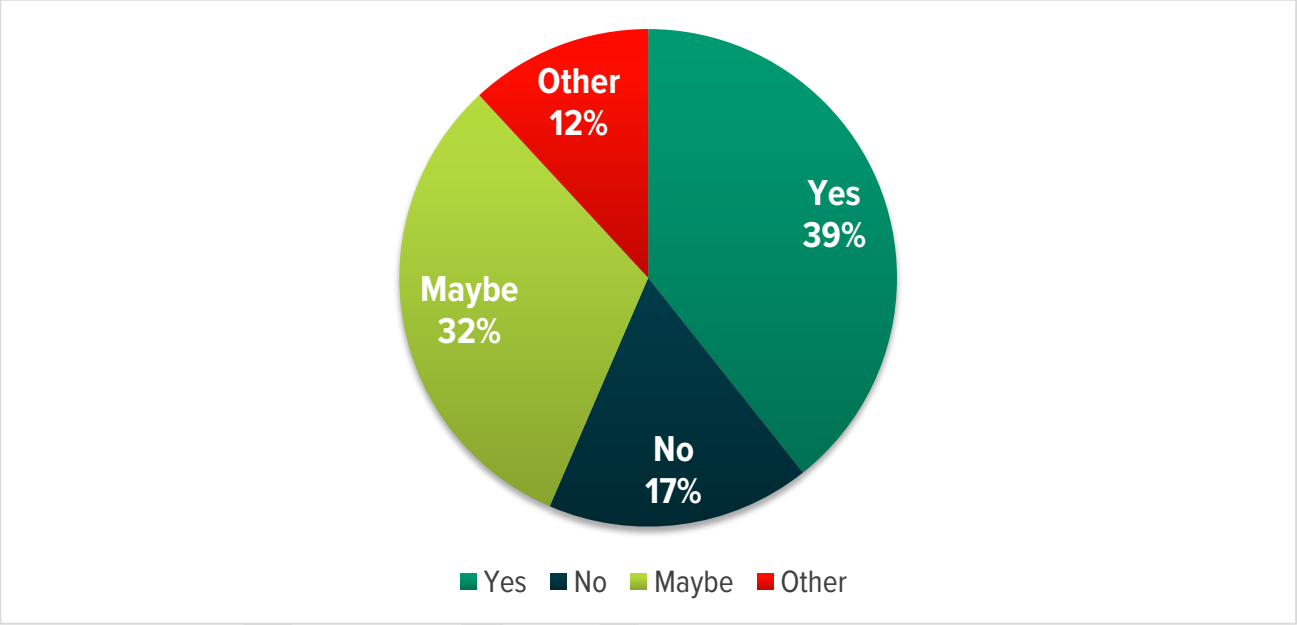


Question 18: Instead of dynamic tolling, would you be willing to pay a Big Cottonwood Canyon user fee (potentially between $5 and $20) during the winter months, where you would pay a set dollar amount as you enter or leave the canyon?

This question poses an alternative to dynamic tolling in the form of a dedicated Big Cottonwood Canyon user fee during winter months. Of the 926 responses, 39% responded with a clear Yes and 17% with a clear No (Figure 18). Responses to this question are closely related to those provided for Question 19 as well. More than 100 respondents provided write-in responses, with the following common themes:

- Preference for a monthly, annual, or season pass over a by-use fee
- Strong preference for an exemption for canyon residents
- Preference for dynamic tolling, fee based on number of vehicle occupants
- Need for frequent transit service instead

Figure 18. Willingness to Pay Winter User Fee in Lieu of Dynamic Tolling (Question 18)



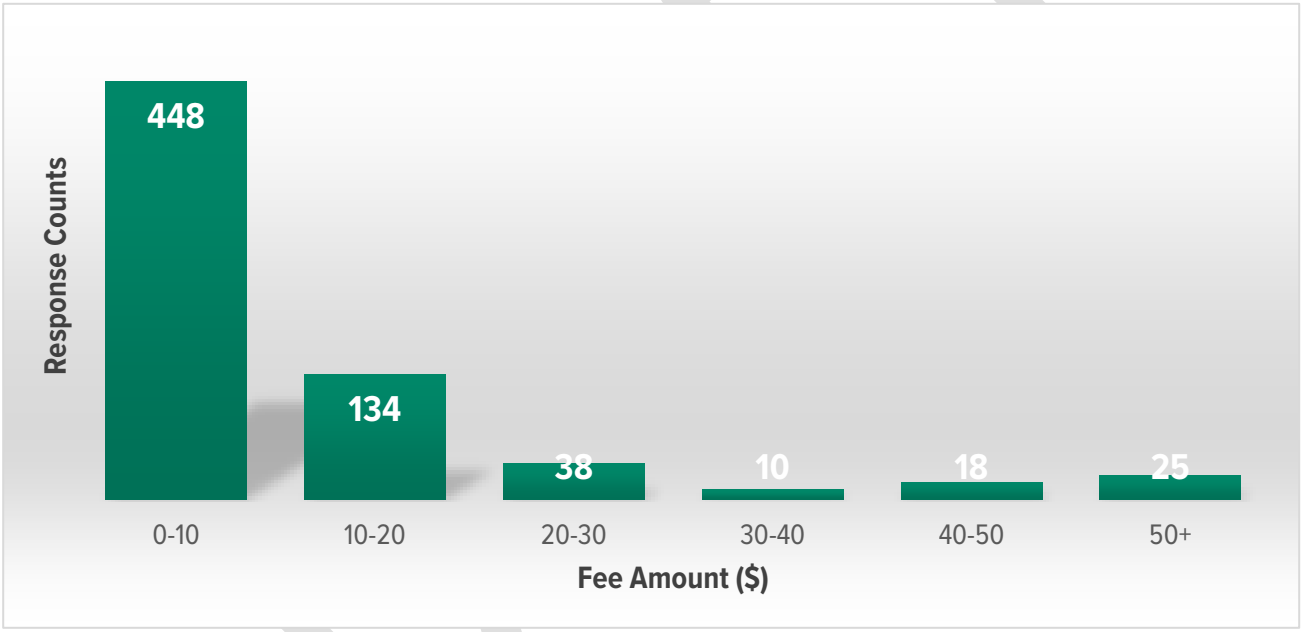
Question 19: What would you consider an appropriate user fee for winter access?

This question correlates with Question 18, and gauges what respondents thought was a fair user fee for a one-time use. Many respondents replied to this question based on the idea of a seasonal or annual pass instead of by-use; this accounts for the broad range extending up to $400 and an average that skews a bit higher. Figure 19, below, represents the responses provided for by-use fares:

- Range: $0-400
- Average: $16.17
- Most Common: $5

Responses that referenced a yearly or seasonal pass instead commonly noted $50 as the preferred range for an annual or season pass, and noted options such as including access with the America the Beautiful Pass. As with other questions, multiple respondents noted the desire for an exemption from fees/tolls for canyon residents, a need for quality transit service (instead or in addition to), and a fee scaled to vehicle occupancy.

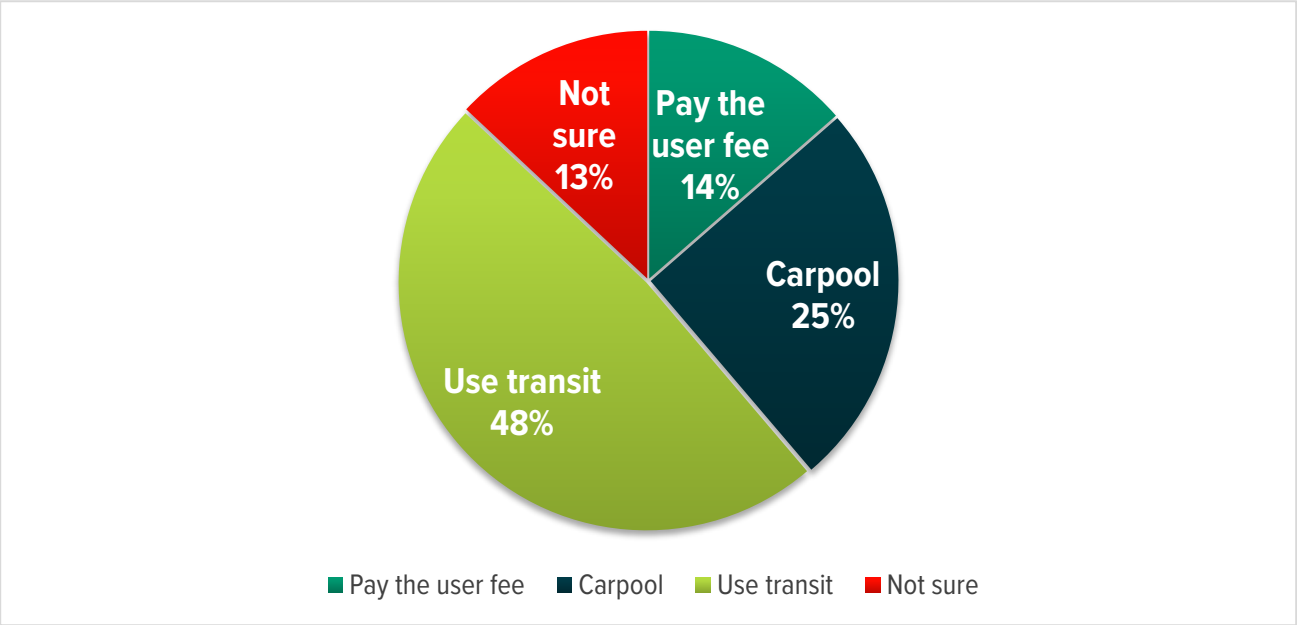
Figure 19. Winter User Fee Tolerance (Question 19)



Question 20: If you had to pay a set user fee, would you be more likely to pay the fee, carpool to reduce the individual cost, or utilize an improved transit service?

This question builds upon Questions 18 and 19, and measures respondents' willingness to pay a user fee vs. other alternatives. Of the 913 respondents, only 14% said they would pay the fee, and most would use some combination of carpooling or transit to avoid it (Figure 20). This question did not provide the option for short-form write-in responses, so additional detail regarding why respondents would prefer one option over another is not available specific to this question.

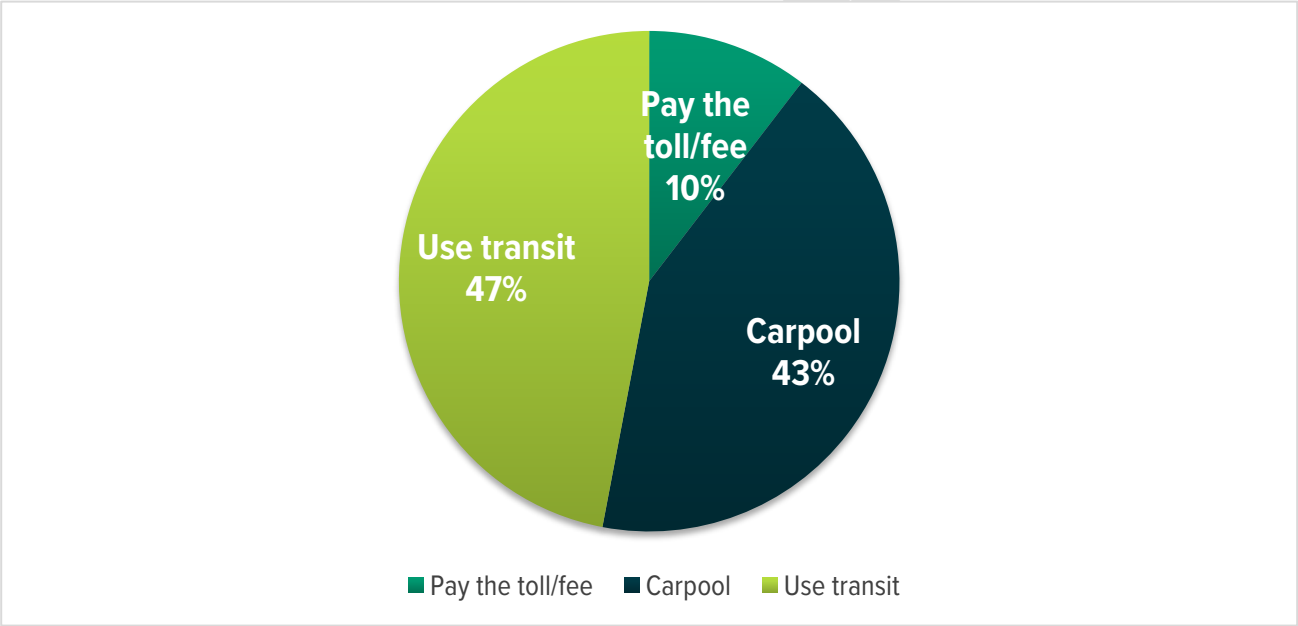
Figure 20. Willingness to Pay User Fee or Utilize Alternative Options (Question 20)



Question 21: If a toll or fee for single-occupant vehicles were implemented, would you be more likely to pay the toll/fee, carpool, or utilize an improved transit service?

This question builds upon the previous questions to further gauge respondents' willingness to pay a toll or utilize alternative options if the toll/fee were tied to single-occupant vehicles. Of the 902 responses, they were split fairly evenly between using transit and carpooling, with the option of paying the toll/fee receiving only 10% of the responses (Figure 21). This question did not provide the option for short-form write-in responses, so additional detail regarding why respondents would prefer one option over another is not available specific to this question. However, this topic was commonly mentioned in the open-ended comment box at the end of the survey; respondents shared a strong support for the limitation of single-occupancy vehicles either entirely, or a limitation through a toll.

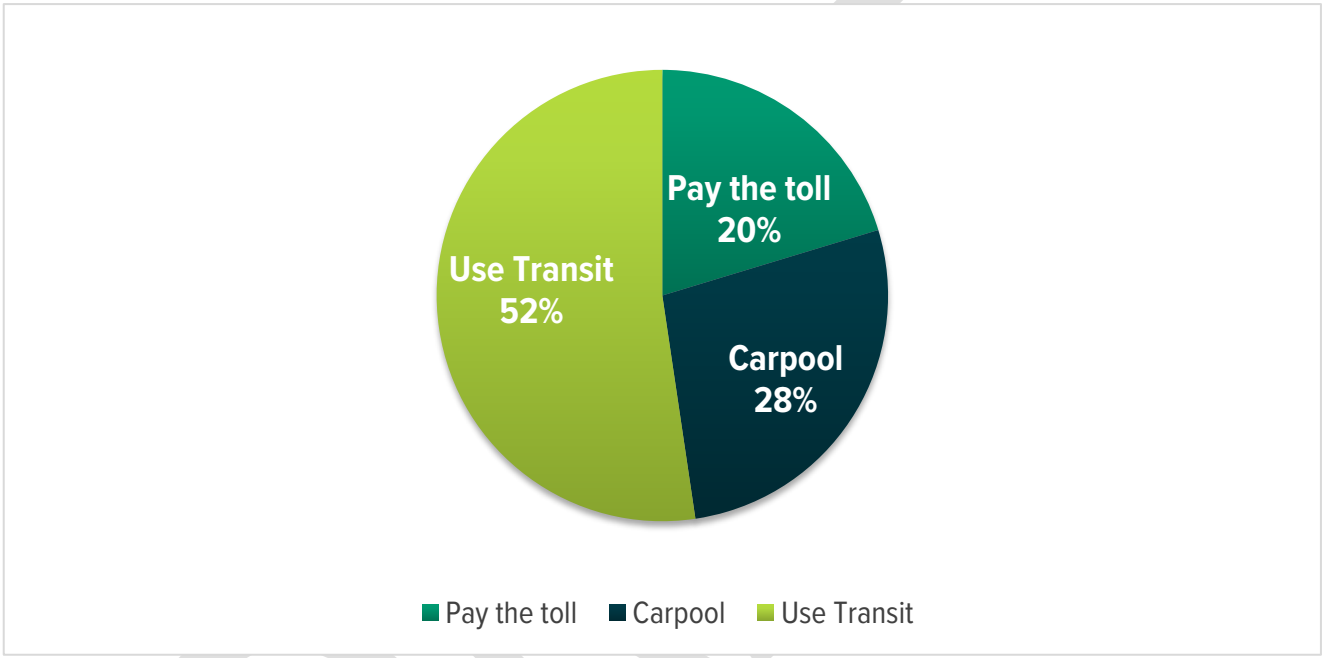
Figure 21. Willingness to Pay User Fee/Toll or Utilize Alternative Options Based on Single-Occupancy Vehicles (Question 21)



Question 22: If a toll or fee for less than 4 individuals in a car were implemented, would you be more likely to pay the toll/fee, carpool, or utilize an improved transit service?

This question also builds upon the previous questions, and further gauge respondents' willingness to pay a toll/fee or utilize alternative options if the toll/fee were tied to vehicles carrying fewer than four individuals. Of the 896 responses, results were similar to Question 21, with a higher percentage opting for transit, and a slightly higher percentage noting they would be willing to pay the toll rather than carpool with 4+ people (Figure 22). This question did not provide the option for short-form write-in responses, so additional detail regarding why respondents would prefer one option over another is not available specific to this question.

Figure 22. Willingness to Pay User Fee/Toll or Utilize Alternative Options Based on Less Than 4 Vehicle Occupants (Question 22)

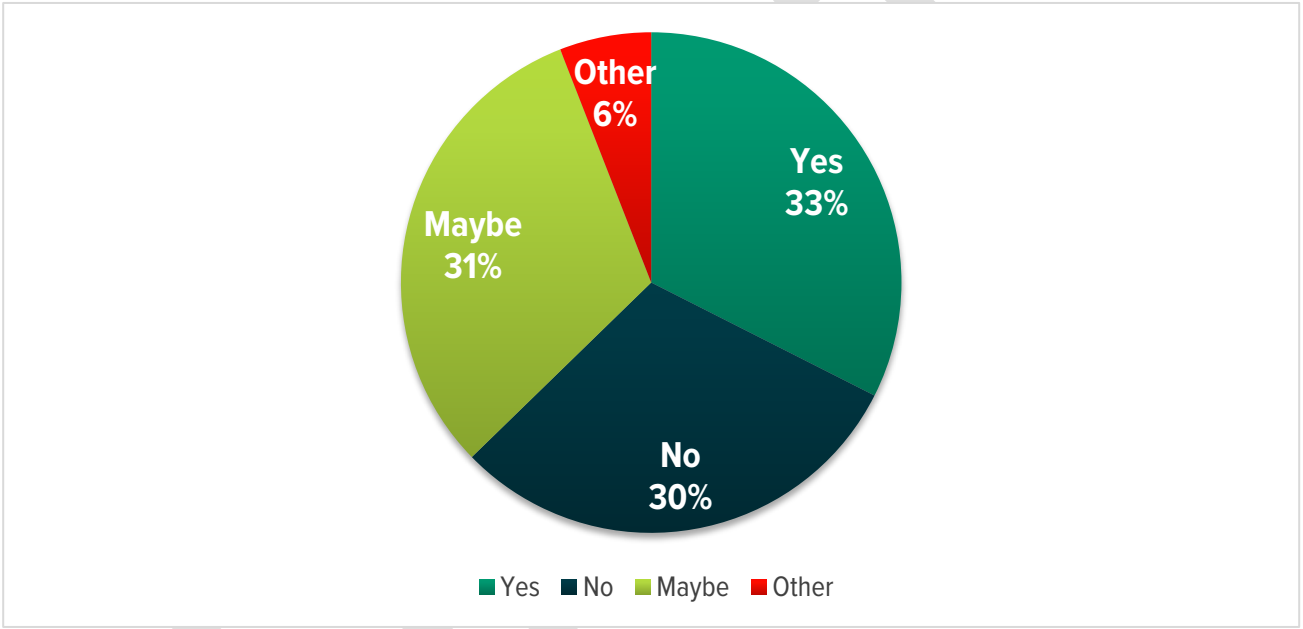


Question 23: Would you be willing to pay a dynamic toll or set user fee for non-winter access?

This question moves onto non-winter tolls/user fees, after assessing the same for winter months. Of the 912 responses, a much higher proportion of users would not be willing to pay, outright (Figure 23). Approximately 50 respondents provided short-form write-in comments, with the following common themes:

- Preference for a seasonal or annual pass, followed by a by-use user fee – both of which over dynamic tolling
- Commenters noted that the same traffic issues are not experienced outside of the winter months, thus not needing either option
- Support for a quality transit option instead
- Exemption for canyon residents

Figure 23. Willingness to Pay a Dynamic Toll or User Fee for Non-Winter Access (Question 23)



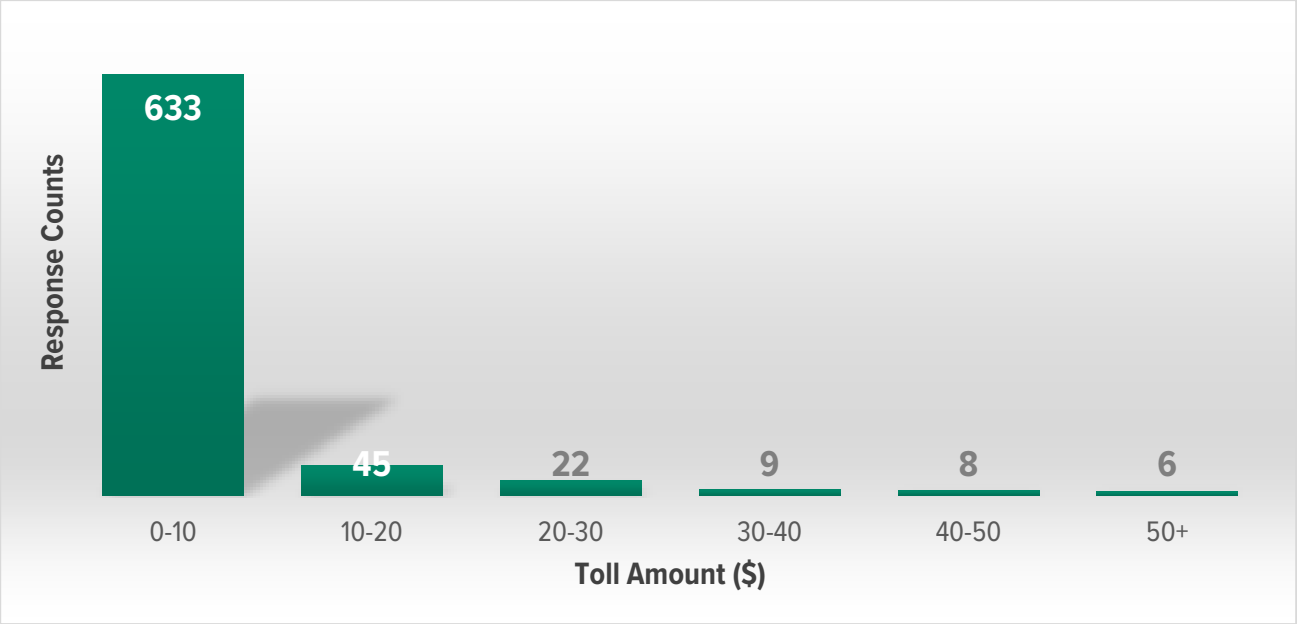
Question 24: What would you consider an appropriate user fee for non-winter access?

This question correlates with Question 23, and gauges what respondents thought was a fair user fee for a one-time use in non-winter months. Similar to the write-in responses for Question 19, some respondents replied to this question based on the idea of a seasonal or annual pass instead of by-use; this accounts for the broad range extending up to $400. Figure 24, below, represents the responses provided for by-use fares:

- Range: $0-400
- Average: $8.12
- Most Common: $5

Compared to Question 19, the general tolerance for tolls for non-winter access is much lower (i.e., $16 vs. $8 average). Responses that referenced a yearly or seasonal pass instead commonly noted approximately $50 as the preferred range for an annual or season pass. As with other questions, the common themes in the write-in comments noted the desire for an exemption from fees/tolls for canyon residents, a need for quality transit service (instead or in addition to), and a preference for yearly or seasonal passes over by-use fees.

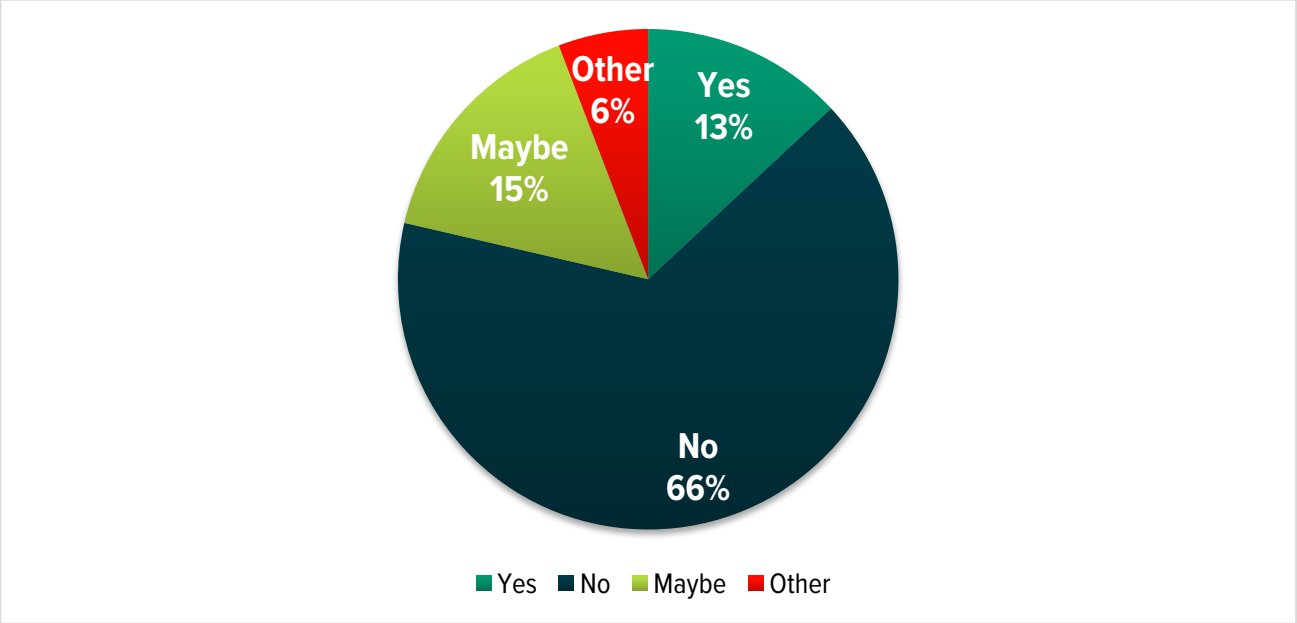
Figure 24. Non-Winter User Fee Tolerance (Question 24)



Question 25: Would you be willing to pay a canyon user fee in addition to a bus fare?

As shown in Figure 25, most of the 912 respondents to this question would not be willing to pay a user fee as well as a bus fare. Approximately 50 short-form "Other" comments were provided, noting the need for a fee exemption for canyon residents, explanations supporting the "No" responses, support for annual or season passes instead, and the need for disincentivizing car use and providing improved transit.

Figure 25. Willingness to Pay User Fee in Addition to Bus Fare (Question 25)

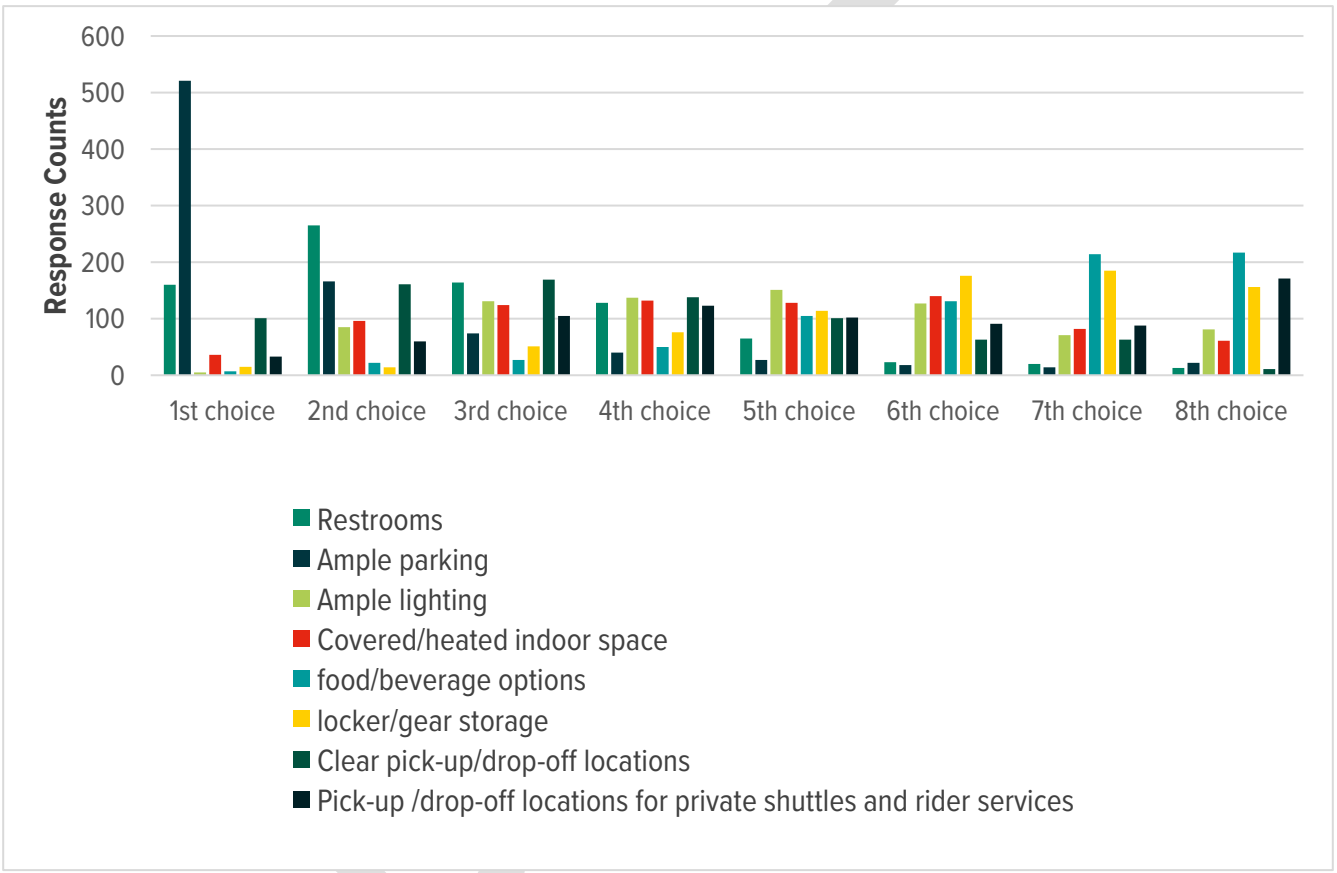


3.5 Mobility Hubs

Question 26: Please rank the following amenities that would encourage you to utilize a mobility hub and ride a bus or shuttle (1 = most important).

This question asked respondents to rank a set list of amenities that would encourage their use of a mobility hub and ride a bus or shuttle. It should be noted that while not clarified in the question itself, the option to "utilize a mobility hub and ride a bus or shuttle" would be referencing mobility hubs in the valley or at the mouth of the canyon that would then provide canyon access through a bus or shuttle. As shown in Figure 26, ample parking is a top priority, followed by restrooms.

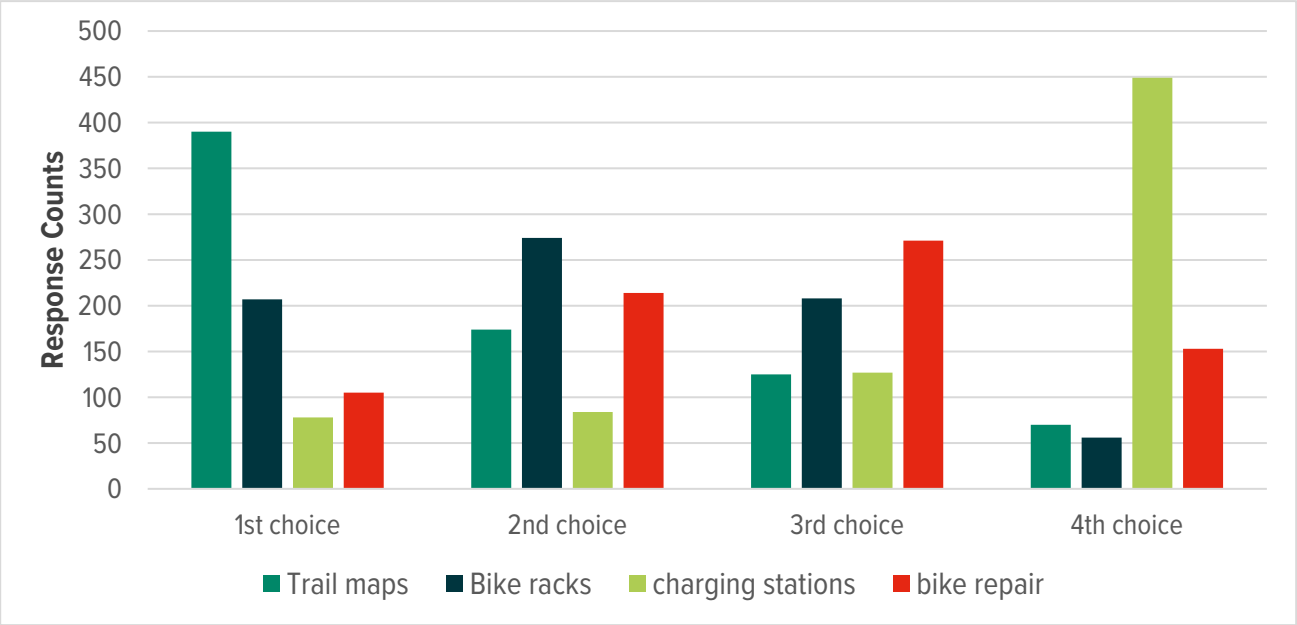
Figure 26. Preferred Mobility Hub Amenities [that would support using a mobility hub to ride a bus or shuttle] (Question 26)



Question 27: Please rank additional amenities that would encourage your use during non-winter months (1 = most important)

As shown in Figure 27, preferences for amenities that would encourage non-winter use resulted in a clear preference for trail maps for the majority of users. Bike racks and repair areas were the next preferred options, with charging stations as the least influential in encouraging use.

Figure 27. Mobility Hub Amenities that would Encourage Non-winter Use (Question 27)



Question 28: What amenities would you like to see at a more robust mobility hub at the mouth of the canyon (i.e., the gravel pit)?

Question 28 was posed as a short-form response. Of the 632 responses, the most commonly noted amenities were parking and restrooms, similar to responses seen in Question 26. The next most frequently noted items were water access and connection to quality transit.

Question 29: Where would you like to see additional mobility hubs in the canyon?

The 542 responses to this question provided a range of responses that can be summarized as follows:

- Preference for no mobility hubs in the canyon, or at resorts only
- Resorts
- Notable trailheads, such as Mill D, S-curves, Spruces campground

Many responses also noted the need for mobility hubs in the valley, even though the question was specific to "in the canyon." Commenters specifically noted such locations as Olympus Hills Shopping Center, 9400 South and Highland, closer to downtown, I-215/I-80 junction, etc.

Question 30: What amenities would you like to see at up-canyon mobility hubs (i.e., major trailheads and/or resorts)?

In line with similar previous questions, the 587 responses to this question showed strong support for restrooms, water, and parking.

3.6 Bicycling

Question 31: Given that natural conditions within the canyon limit the space allowed for roadway improvements, do you have ideas for bicycle and/or pedestrian improvements that would allow for a better experience in the canyon?

The majority of the 582 responses for this question either involve widening of the existing road, or providing dedicated bike lanes. Additional comments noted improving off-road experience by expanding trails, or lowering speed limits to improve safety.

3.7 Funding

Question 32: What type of improvements do you think would be the most appropriate use of public funds?

Of the 683 short-form open-ended responses provided, the majority of responses related to expanding transit or bus services and parking.

Question 33: What ideas do you have to assist in paying for mobility improvements?

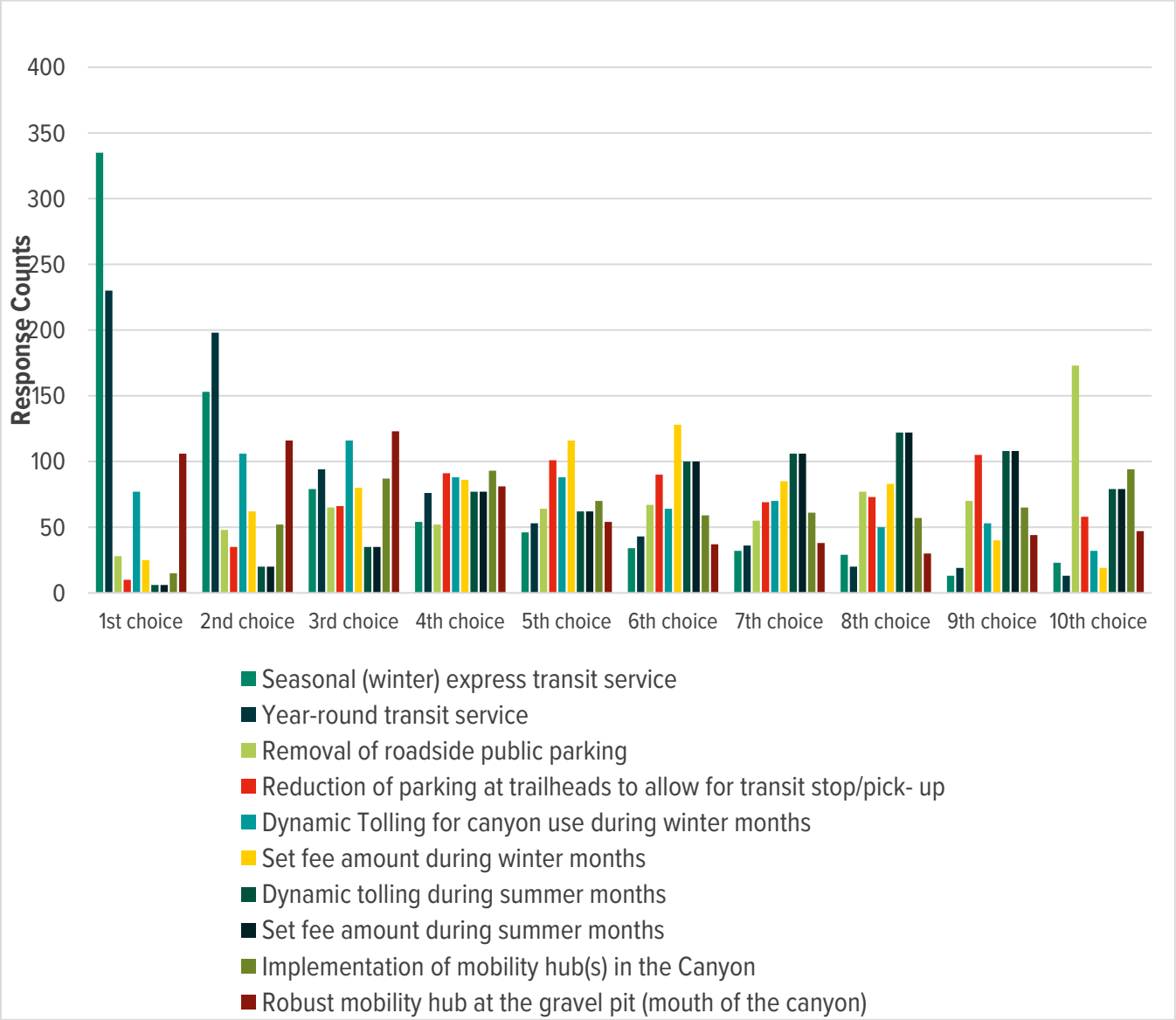
The 607 responses provided for this question mimicked those found throughout the survey. Respondents noted a range of options related to tolls, user fees, resorts bearing varying levels of financial responsibility, taxes, scaled fees based on vehicle occupancy, season, etc. In addition, options such as corporate sponsorship, public-private partnerships, and tourist taxes were noted as options mentioned less frequently throughout the other survey questions.

3.8 Open Comments

Question 34: Please rank or prioritize the following list of strategies to improve mobility in Big Cottonwood Canyon (1 = highest priority).

As shown in Figure 28, and consistent with responses throughout the survey, there is strong support for both seasonal and year-round transit. Seasonal (winter) service ranked as the top option, with year-round transit a close second, followed by a robust mobility hub at the gravel pit and dynamic tolling during winter months rounding out the top four options by a notable margin.

Figure 28. Priorities for Mobility Improvement Strategies (Question 34)



Question 35: Share your ideas! Please share any additional thoughts in the space provided below.

This final question provided an open comment box for respondents. Key themes are summarized below.

Improved Transportation Systems

- Improved transit (expanded bus service, increased service levels, implementation of rail)
- Better connectivity with valley
- More amenities
- Dedicated transit lanes

- Alternate transit solutions (i.e., gondola, shuttle, rideshare, etc.)
- Zion model
- Lane expansion

Tolling/Fees and Access Limits

- User fees
- Dynamic or flat tolling
- Charge SOV and private recreational users
- Vehicle quotas
- Dedicated canyon passes

Parking Solutions

- Reservations
- Increased resort parking
- Limit roadside parking
- Increase parking outside canyon

Fair and Open Access

- Equitable access concerns
- Prioritize Utahns and canyon residents
- No tolls for canyon residents
- Lower Utahn tolls
- Access to alternate uses (trails)
- No tolls

Other Comments

- Temporal traffic limitations
- Time block one-way traffic (e.g., 6-9 AM supports up-canyon only, 4-6PM supports down-canyon only)
- Time block one-way traffic with priority bus and essential worker lane
- 20-minute blocks of one-way traffic at key times
- Resort financial responsibility
- Safety concerns
- Traction law enforcement
- Reduced speed limits
- Environmental concerns
- Anti-gondola (Little Cottonwood Canyon)
- No intervention

4. Stakeholders Council Coordination

Updates on the BCC MAP and a summary of public survey results were presented to the CWC Stakeholders Council on February 27, 2023. Prior to and after the council update, some council representatives expressed concern over the survey content, noting that the survey was too long and complicated, that the questions were biased toward particular concepts, or that the questions were too focused on concepts that would not provide the appropriate public input on the range or type of solutions that should be considered.

The draft survey was circulated among CWC representatives and BCC MAP funding partners for input prior to its public release. The intention behind the survey development was to build upon and capture slightly more detailed information than gathered by surveys and public comment periods from prior studies, which amounted to more detailed questions about some of the options/transportation choices that have been previously identified. The survey was not inclusive of all potential solutions or recommendations, and does not reflect all solutions that may be included in the Final BCC MAP.

Stakeholder representatives provided feedback during the February 27th meeting and through additional outreach to the CWC and project team following the meeting. Meeting minutes from the February 27th meeting are provided on the CWC website. Coordination with stakeholder council members is ongoing, and detailed documentation of specific comments and feedback will be ongoing over the course of the BCC MAP development process. The following provides a snapshot of some of the common themes shared by members to date (and should be noted that these do not reflect the opinions shared or expressed by all Stakeholders Council members, and do not reflect all opinions and comments shared to date):

- Importance of regional transit perspective and solutions to reduce the number of vehicles in the canyon
  - Disperse transit access throughout the valley
  - Incentive getting on transit farther into the valley to access canyons, including focus on valley stops/hubs that are convenient, comfortable, accessible
- Concerns regarding mobility hub considerations
  - Concern over focus on mobility hubs in general – that discussion regarding potential solutions and concepts at this point should focus more on robust transit system, management, incentives
  - Concern over the focus on a mobility hub or other vehicle-centric solutions at the mouth of the canyon due to concerns of continued traffic congestion and inability to accommodate current and increased traffic in that area
  - Concern over focus on parking and/or any additions of parking
- Support for gravel pit mobility hub, Solitude and Brighton mobility hubs; idea for committed bus routes from gravel pit hub to resorts
- Capacity constraints in terms of watershed, natural resources, fire, etc.; need for carrying capacity limit and environmental monitoring
- Variations of reservation systems should be considered, whether for the resorts, transit, parking, or some combination thereof
- Dynamic tolling, financial incentives to use transit and disincentives to drive (especially SOV), combination of management options
- Support for rail

Survey responses and stakeholder feedback will be considered in laying out recommendations for the BCC MAP, and will documented as part of the BCC MAP itself.

Attachment A. Public Survey

The questions below include Name/Email as Question 1. The discussion in the preceding report omits the Name/Email in its question numbering.

Central Wasatch Commission's Big Cottonwood Canyon Mobility Action Plan Survey

The Big Cottonwood Canyon Mobility Action Plan (BCC MAP) will build upon previous studies to prioritize near- and long-term solutions that will improve mobility in Big Cottonwood Canyon throughout the year. The BCC MAP will lay out an implementation plan for these varying options, including funding, timeline, and environmental next steps.

Critical to the BCC MAP is understanding a variety of perspectives, gaining fresh ideas, and getting feedback on strategies that have been identified. The survey below is specific to Big Cottonwood Canyon. Feedback received will help shape the outcome of the BCC MAP and assist in identifying and prioritizing future projects in Big Cottonwood Canyon. Note that the following questions cover some of the existing options on the table and do not necessarily reflect the final recommendations that will appear in the BCC MAP. We appreciate your participation!

1. Your Name and Email

Improved Winter Season Bus Service

Today, approximately 14,300 people travel Big Cottonwood Canyon on peak winter days. By 2050, that number is anticipated to increase to approximately 17,000 (Mountain Transportation System Project, 2020). Most visitors during peak winter hours are heading up the canyon to ski. Frequent, direct bus service to each ski resort could transport approximately 500 passengers each hour.

2. Would you use a seasonal express bus serving the resorts?

Mark only one oval.

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other: _____

3. Please specify the number of minutes you are willing to wait to board a bus that takes you directly to the resorts.

4. Please rank potential concerns regarding utilizing an express bus (1 = your biggest concern).

Mark only one oval per row.

	Safety in winter conditions	Comfort level on the bus (seating, space for gear, etc.)	Stuck in canyon traffic	Waiting for the bus (before and after skiing)	Limited-service hours
1st Choice					
2nd Choice					
3rd Choice					
4th Choice					
5th Choice					

5. Please rank items below that would encourage you to utilize a seasonal express bus (1 = most important).

Mark only one oval per row.

	Toll for vehicles with less than 3 people	Increase in parking costs at resorts	Clear schedule and consistent, frequent headways (weather pending)	Ability to track buses/monitor times via phone (real-time updates)	Removal of all on-street parking	Enough seating capacity to guarantee a seat
1st Choice						
2nd Choice						
3rd Choice						
4th Choice						
5th Choice						
6th Choice						

Year-Round Transit

The 2020 CWC Mountain Transportation System process recommended year-round local bus service with connections from the valley—providing transit access between Big Cottonwood Canyon trailheads and resorts with businesses and other locations within valley communities.

6. If transit were provided during non-winter months to trailheads and the resorts, would you utilize the service?

Mark only one oval.

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other: _____

7. Would you be willing to pay for year-round bus service if a fare were required?

Mark only one oval.

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other: _____

8. Typical buses would require space to pull off the roadway at trailheads (to allow flow of traffic to continue), likely requiring a reduction in parking spaces. Would you support a reduction of parking spaces to allow for improved transit access at trailheads?

Mark only one oval.

- ◯ Yes
- ◯ No
- ◯ Maybe
- ◯ Other: _____

9. If a fare were required for bus service, how much would you be willing to pay for round-trip service?

_____

_____

_____

_____

_____

10. Should the fare differ for winter service to a resort vs year-round service to additional locations in the canyon?

11. If a shuttle service (such as a 15-passenger van) were provided and could stop at more trailheads and potentially not impact as many parking spaces, would you utilize the service?

Mark only one oval.

- Yes
- No
- Maybe
- Other: _____

12. What is the maximum amount of time you are willing to wait for a non-winter bus providing Canyons service?

13. Please rank items that would encourage you to utilize non-winter Canyons bus service (1 = most meaningful)

Mark only one oval per row.

	Toll for private vehicles	On-demand stops at trailheads	Obvious schedule and consistent service	Ability to track buses/monitor times via phone (real-time updates)	Free fare	Adequate bike storage	Removal or reduction of on-street parking
1st Choice							
2nd Choice							
3rd Choice							
4th Choice							
5th Choice							
6th Choice							
7th Choice							

14. Please rank amenities that could be provided at in-canyon transit stops (1 = most preferable)

Mark only one oval per row.

	Access to fresh water	Bike repair stations	Trail maps	Bike racks	Restrooms	Interpretative signs
1st Choice	◯	◯	◯	◯	◯	◯
2nd Choice	◯	◯	◯	◯	◯	◯
3rd Choice	◯	◯	◯	◯	◯	◯
4th Choice	◯	◯	◯	◯	◯	◯
5th Choice	◯	◯	◯	◯	◯	◯
6th Choice	◯	◯	◯	◯	◯	◯

Parking

Approximately 2,300 roadside parking spaces are available in
Big Cottonwood Canyon (Mountain Transportation System Project, 2020). The CWC 2020
Mountain Transportation System process recommended a strategy to limit on-road parking near popular trailheads and adjacent to resort parking lots to
encourage transit use and provide for free-flowing traffic.

15. Would you support the removal of on-street parking?

Mark only one oval.

- ◯ Yes, year-round
- ◯ Yes, winter only
- ◯ Yes, summer only
- ◯ No
- ◯ Maybe

16. In the absence of on-street parking during the winter months, would you:

Mark only one oval.

- ◯ Pay to park
- ◯ Take transit
- ◯ Other: _____

17. If you knew that parking was full at the resorts (winter) or at trailheads (non-winter months), and on-street parking was not allowed, would you:

Mark only one oval.

- Utilize transit
- Return at another time
- Wait for parking to open up

Tolling, Fees, and Fares

The Utah Department of Transportation's Little Cottonwood Canyon Final Environmental Impact Statement (EIS) recommends tolling in Little Cottonwood Canyon as a travel demand management strategy to incentivize transit and reduce the use of personal vehicles during the winter months. If a toll is implemented in Little Cottonwood Canyon, UDOT would likely implement a toll in Big Cottonwood Canyon as well. According to the Little Cottonwood Canyon Final EIS, the exact amount of the toll has yet to be determined, but the toll could range from $20 to $30 for most vehicles during peak periods, with possible variations based on the time of day and the day of the week.

18. With dynamic tolling, the cost of traveling increases or is at its highest during periods of peak travel, and lower during other periods of the day. If dynamic tolling were implemented, would you be willing to pay the higher toll (excluding additional resort parking fees) during winter months, carpool, or utilize transit during morning peak traffic?

Mark only one oval.

- Pay higher toll
- Use transit
- Carpool
- Unsure

19. Instead of dynamic tolling, would you be willing to pay a Big Cottonwood Canyon user fee (potentially between $5 and $20) during the winter months, where you would pay a set dollar amount as you enter or leave the canyon?

Mark only one oval.

- Yes
- No
- Maybe
- Other: _____

20. What would you consider an appropriate user fee for winter access?

21. If you had to pay a set user fee, would you be more likely to pay the fee, carpool to reduce the individual cost, or utilize an improved transit service?

Mark only one oval.

- Pay the user fee
- Carpool
- Use transit
- Not sure

22. If a toll or fee for single-occupant vehicles were implemented, would you be more likely to pay the toll/fee, carpool, or utilize an improved transit service?

Mark only one oval.

- Pay the toll/fee
- Carpool
- Use transit

23. If a toll or fee for less than 4 individuals in a car were implemented, would you be more likely to pay the toll/fee, carpool, or utilize an improved transit service?

Mark only one oval.

- Pay the toll
- Carpool
- Use transit

24. Would you be willing to pay a dynamic toll or set user fee for non-winter access?

Mark only one oval.

- Yes
- No
- Maybe
- Other: _____

25. What would you consider an appropriate user fee for non-winter access?

26. Would you be willing to pay a canyon user fee in addition to a bus fare?

Mark only one oval.

- Yes
- No
- Maybe
- Other: _____

Mobility Hubs

In general, "mobility hub" refers to a location where users can make a safe and convenient switch between modes of transportation (transit, personal vehicle, bicycle, etc.). Terms like "transit hub" and "transit center" may be used interchangeably with mobility hub or used to describe different variations of this concept. For the purposes of the BCC MAP, the term "mobility hub" is used and is defined as a location connecting transit with other modes.

The existing gravel pit at the mouth of Big Cottonwood Canyon will serve as a future mobility hub for the Cottonwood Canyons and region. The Utah State Legislature appropriated $13 million to acquire property for this site in 2018. According to the UDOT Little Cottonwood Canyon Final EIS, the gravel pit meets all criteria to develop a future mobility hub that could serve seasonal express and/or year-round local transit options to both Big and Little Cottonwood Canyons.

As part of the Little Cottonwood Canyon Final EIS, mobility hubs were specifically defined as a location where riders can transfer from their personal vehicles to a bus. For the BCC MAP, this relates to the gravel pit mobility hub. Throughout the BCC MAP process, when referring to the gravel pit mobility hub, this definition is assumed (i.e., a connection between personal vehicles and a bus). In addition to the mouth of the canyon (gravel pit), the BCC MAP is analyzing mobility hubs at additional locations in Big Cottonwood Canyon. The amenities, size, configuration, and types of modes served (beyond transit) may vary depending on the location and needs.

27. Please rank the following amenities that would encourage you to utilize a mobility hub and ride a bus or shuttle (1 = most important).

Mark only one oval per row.

	Restrooms	Ample parking	Ample lighting	Covered/heated indoor space	Food/beverage options	Locker/gear storage	Clear pick-up/drop-off locations	Pick-up /drop-off locations for private shuttles and rider services
1st Choice								
2nd Choice								
3rd Choice								
4th Choice								
5th Choice								
6th Choice								
7th								
Choice								
8th Choice								

28. Please rank additional amenities that would encourage your use during non-winter months (1 = most important).

Mark only one oval per row.

	Bike repair stations	Trail maps	Bike racks	Charging stations for e-bikes
1st Choice				
2nd Choice				
3rd Choice				
4th Choice				

29. What amenities would you like to see at a more robust mobility hub at the mouth of the canyon (i.e., the gravel pit)?

30. Where would you like to see additional mobility hubs in the canyon?

31. What amenities would you like to see at up-canyon mobility hubs (i.e., major trailheads and/or resorts)?

Bicycling

S.R. 190 in Big Cottonwood Canyon, one of the Wasatch Front region's longest out-and-back canyon rides, is popular with road cyclists. Guardrails have been installed in areas of particular concern. In addition, roadway shoulders, which function as de facto bicycle lanes, are provided in sections of the road that are not constrained by natural conditions. There are no sidewalks or parallel, off-street facilities to serve bicycle or pedestrian traffic. Bicycle lanes on Wasatch Boulevard connect to the canyon, and shoulder-widening improvements were recently completed in the canyon.

32. Given that natural conditions within the canyon limit the space allowed for roadway improvements, do you have ideas for bicycle and/or pedestrian improvements that would allow for a better experience in the canyon?

Funding

The costs for implementing and maintaining mobility improvements in and connecting to Big Cottonwood Canyon would vary depending on the improvement. Funding could potentially come from a variety of public (taxes, grants, user fees, etc.) and private (donations, resorts, other private entities) sources.

33. What type of improvements do you think would be the most appropriate use of public funds?

34. What ideas do you have to assist in paying for mobility improvements?

35. Please rank or prioritize the following list of strategies to improve mobility in Big Cottonwood Canyon (1 = highest priority).

Mark only one oval per row.

	Seasonal (winter) express transit service	Year-round transit service	Removal of roadside public parking	Reduction of parking at trailheads to allow for transit stop/pick-up	Dynamic Tolling for canyon use during winter months	Set fee amount (fee) during winter months	Dynamic tolling during summer months	Set fee amount (fee) during summer months	Implementation of mobility hub(s) in the cCanyon	Robust mobility hub at the gravel pit (mouth of the canyon)
1st Choice										
2nd Choice										
3rd Choice										
4th Choice										
5th Choice										
6th Choice										
7th										

Choice										
8th Choice	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭
9th Choice	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭
10th Choice	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭	⬭

Share your ideas!

Our goal is to identify specific projects to be implemented soon and overtime. Although many of the survey concepts and questions are building upon the results of recent Cottonwood Canyon studies, there may be additional ideas to consider. Please share your thoughts in the space provided below. If you have additional ideas after submitting the survey, please email us at: Comments@cwc.utah.gov

36. Please share any additional thoughts in the space provided below.

Attachment B. Public Survey Notice

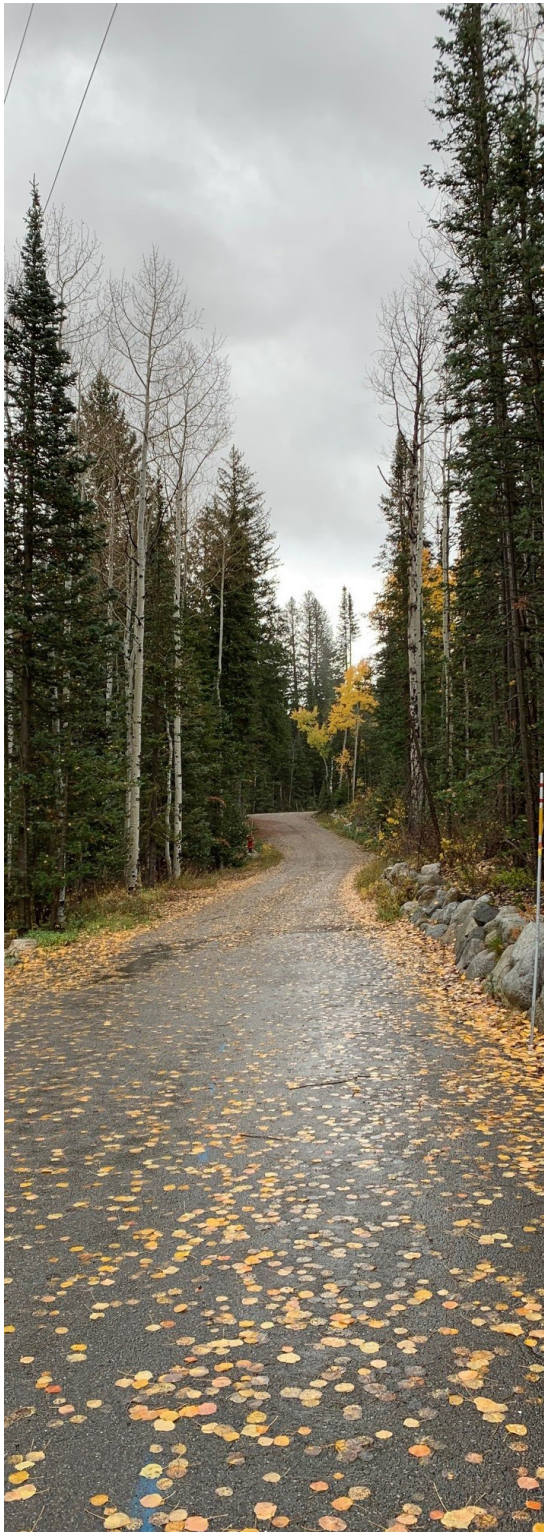
WE WANT TO HEAR FROM YOU!

THE CENTRAL WASATCH COMMISSION IS SEEKING PUBLIC INPUT THROUGH A TRANSPORTATION AND TRANSIT SURVEY FOR BIG COTTONWOOD CANYON.

The Big Cottonwood Canyon Mobility Action Plan (BCC MAP) is building upon previous studies to prioritize near- and long-term solutions that will improve mobility in Big Cottonwood Canyon throughout the year. The BCC MAP will lay out an implementation plan for various options, including funding, timeline, and environmental next steps. Critical to the BCC MAP is understanding a variety of perspectives and getting feedback on strategies that have been, or will be, identified.

The CWC invites the public to submit feedback by taking the survey January 10th through February 10th. To complete the survey, scan the QR code or visit our website at www.cwc.utah.gov.

Visit **www.cwc.utah.gov** for more information.



Attachment C. Survey Responses

[To be inserted in final draft.]