

## Idealized Systems – Public Comment Summary

November 21, 2014

This report briefly summarizes the general theme of comments received on Idealized Systems from October 3<sup>rd</sup> through November 20<sup>th</sup>. Over 1,600 comments were collected, including:

- Nearly 1,100 written comments and questionnaire results received through the Mountain Accord website and the Salt Lake City Open City Hall website, and;
- Nearly 600 comments generated at the Park City Community Forum held on October 13<sup>th</sup>. Comments specific to Park City's Forum are in *italics* and are noted accordingly.

A full list of all comments received can be found at:

<http://mountainaccord.com/idealized-systems/>

### Public engagements during this comment period included:

- Social Media: Nearly 70,000 agency constituents reached via Twitter, Facebook, Instagram and email
- Agency Newsletters: more than 40,000 residents reached (Congressman Matheson e-newsletter, Mayor McAdam's e-newsletter, Salt Lake City newsletter, Cottonwood Heights e-newsletter, Salt Lake Chamber e-newsletter)
- Advertisements
  - City Weekly Winter Outdoor Recreation Guide ad: November 6; 75,000 copies
  - Flier and poster distribution: 350 copies
- Public Events
  - Park City Mountain Accord 101 Meetings: Oct. 8 - 10
  - Park City Community Meeting: Oct. 13
  - Salt Lake City Stakeholder Forum: Oct. 14
  - Downtown SLC Farmer's Market: Oct. 4, 11, 25
  - Salt Lake County Township Council Event: Nov. 6
  - Utah Adventure + Gear Expo: Nov. 7 – 8
  - Cottonwood Heights Community Meeting: Nov. 12
  - Salt Lake County Watershed Symposium: Nov. 20 – 21
- Media Coverage: 11 newspaper articles, radio interviews, and television stories
- Email and flier distributed to public database (2437 emails), and local professional organizations (e.g. ACEC, WTS, Utah Tourism Industry Association)
- Agency website updates, Community Calendars, and Radio PSA's

### General Comments

- Respect private property rights
- Include more of eastern Summit County and Wasatch County (e.g. Heber, Midway, etc.)

- Incorporate short term improvements as well long term improvements to allow Mountain Accord to make early progress
- Concern over making improvements that only benefit the wealthy at the expense of others

### **Transportation System Comments**

- Strong support for many of the elements in Concept A, including improved bus service in the Cottonwood Canyons and Parleys Canyon through Park City and no mountain connection from Little Cottonwood Canyon to Park City
- Strong support for Concept D, including looped train service with a mountain connection from Little Cottonwood Canyon to Park City
- Both opposition and support to a train specifically in Little Cottonwood Canyon (however, specific opposition to a train alignment along the existing Little Cottonwood Canyon trail was noted)
- Consider a rail option that goes from Little Cottonwood Canyon to Big Cottonwood Canyon and then terminates without going over to Park City
- Focus on dis-incentivizing driving and single occupancy vehicles (through paid parking, tolling, etc.)
- Support for and against opening Guardsman Pass to year-round auto use
- Enhance biking infrastructure in Cottonwood Canyons and in Salt Lake Valley
- Increase parking infrastructure at the base of the Cottonwood Canyons
- Incorporate year-round transportation solutions in Brighton Estates/Bonanza Flats
- Need to accommodate wildlife crossings in transportation corridors
- *Strong support for elements of Concept C, most specifically improving transit in Parley's Canyon (Park City specific)*
- *Include a transit node at mouth of Parleys Canyon (Park City specific)*
- *Do not want a rail line starting/stopping in Park City (Park City specific)*

### **Recreation System Comments**

- Support for and against the One Wasatch concept and ski area expansion
- Maintain current balance between developed ski resorts and undeveloped backcountry opportunities
- Support for and against restricting recreation access
- Build and maintain more trails
- Include more access for dogs
- Support for and against limits on motorized use
- Jordan River Parkway Trail should be emphasized and prioritized
- Need to delineate boundaries of “special management areas” and be clear that “special management areas” only apply to federal lands, not private lands
- Discontinue the allowance of heli-skiing on federal lands
- Concern over proposed wilderness additions and impacts to current mountain biking terrain and rock climbing

- *Improve trail signage and institute rating system for trails (Park City specific)*
- *Develop more “beginner” trails (Park City specific)*
- *Investigate options for dispersing use on high demand days (Park City specific)*

### **Environmental System Comments**

- Environment needs to be preserved above all else, the natural resources in the Central Wasatch are irreplaceable
- Support watershed protection
- Increase wilderness and protect open space
- Incorporate incentives for alternative energy
- Consider limits on noise pollution (e.g. motorcycles)
- Incorporate more public education and outreach
- Buy out private in-holdings within conservation areas if owners are willing to sell
- Climate change impacts should be considered more specifically
- Improving air quality should be a priority (*reducing haze was noted more specifically in Park City*)
- *Open space preservation is what makes us who we are, need to acquire as much open space as possible (Park City specific)*

### **Economy System Comments**

- Maintain existing balance between wilderness in the mountains and developed resort environments
- Support for and against the One Wasatch concept and ski area expansion
- Focus development where people and infrastructure already exist, mountains should not be urbanized
- No additional development should be considered
- Use mixed-used strategies and increase density in the valley
- Need to limit visitors to the Central Wasatch, consider establishing a carrying capacity
- Maintain both developed and natural recreation opportunities that will support recruitment of companies and employees in the recreation sector
- Encourage economics that do not rely on tourism
- Growth and economic benefits of backcountry skiing (and supporting industries) are not considered
- *Concerns about transportation induced development (Park City specific)*
- *What fits Salt Lake City may not fit Park City (Park City specific)*
- *Need to address more specifically how are we boosting the slower “shoulder” season economy (Park City specific)*
- *Concerns that growth, congestion, and crowding will diminish community character (Park City specific)*

### **Questionnaire Purpose and Results**

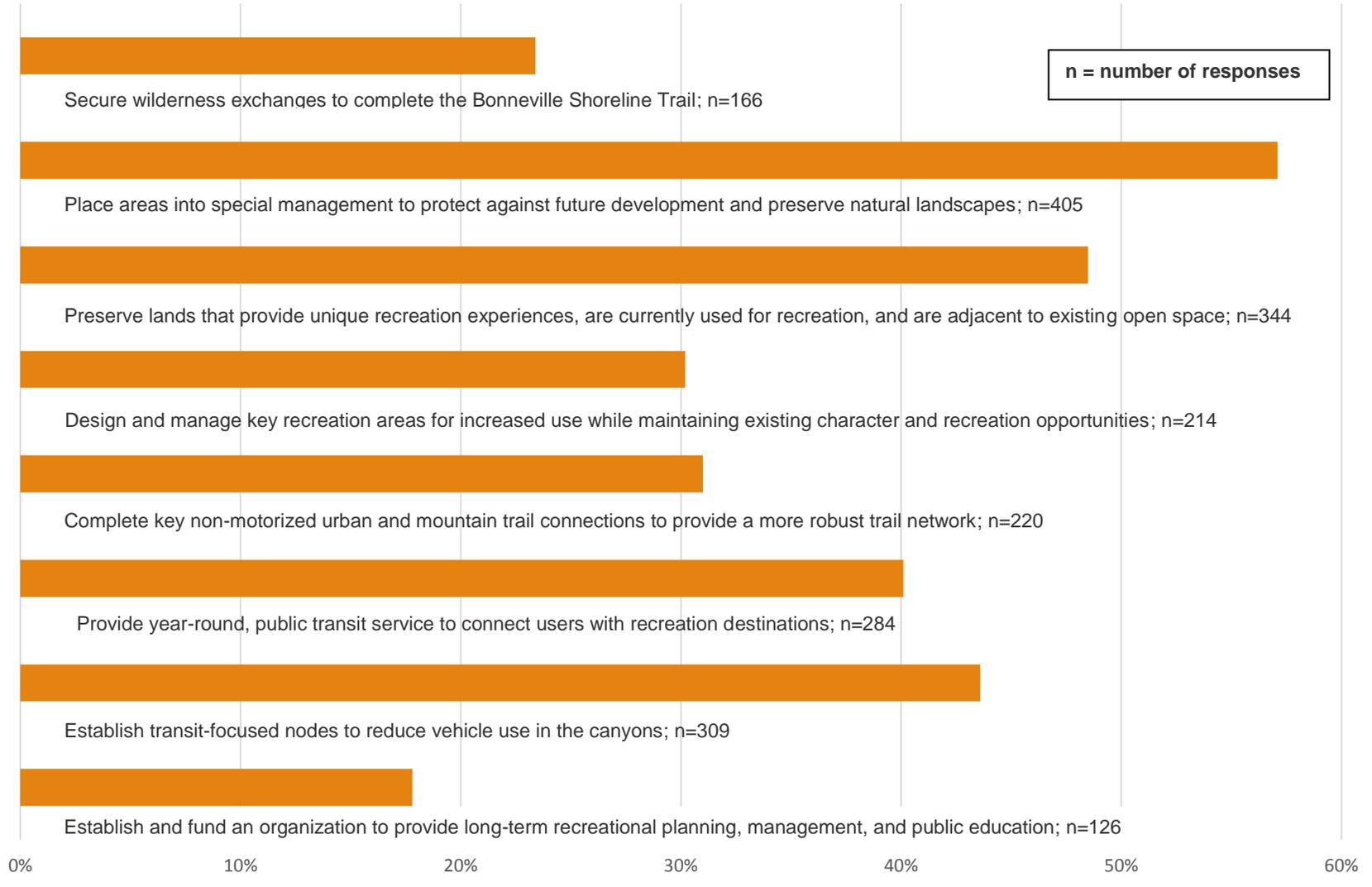
To promote public awareness and help gauge support of the proposed actions identified by each System Group (available [here](#)), we asked the public to tell us what their top three actions were for each system. There was also an option to write in an option for each system.

Responses to the write in option are considered in the summary above. Of the 893 comments received, approximately 700 responders completed the survey. The results of the questionnaire are shown in pages 5-8. For each System Group there was a fairly balanced distribution between all of the proposed actions. The Economy System Group did show an even distribution, though investment in transit service and protecting the natural environment received strong support above the other options.

What can be concluded from the survey is that the System Group idealized scenarios represent a comprehensive, wide range of actions. There is some level of support for all the actions proposed – and many of the actions could conflict with one another. This gives us a sense of where the issues will lie in our upcoming effort to achieve balance. The public will have the opportunity to comment on proposed scenarios that achieve balance beginning in late January 2015.

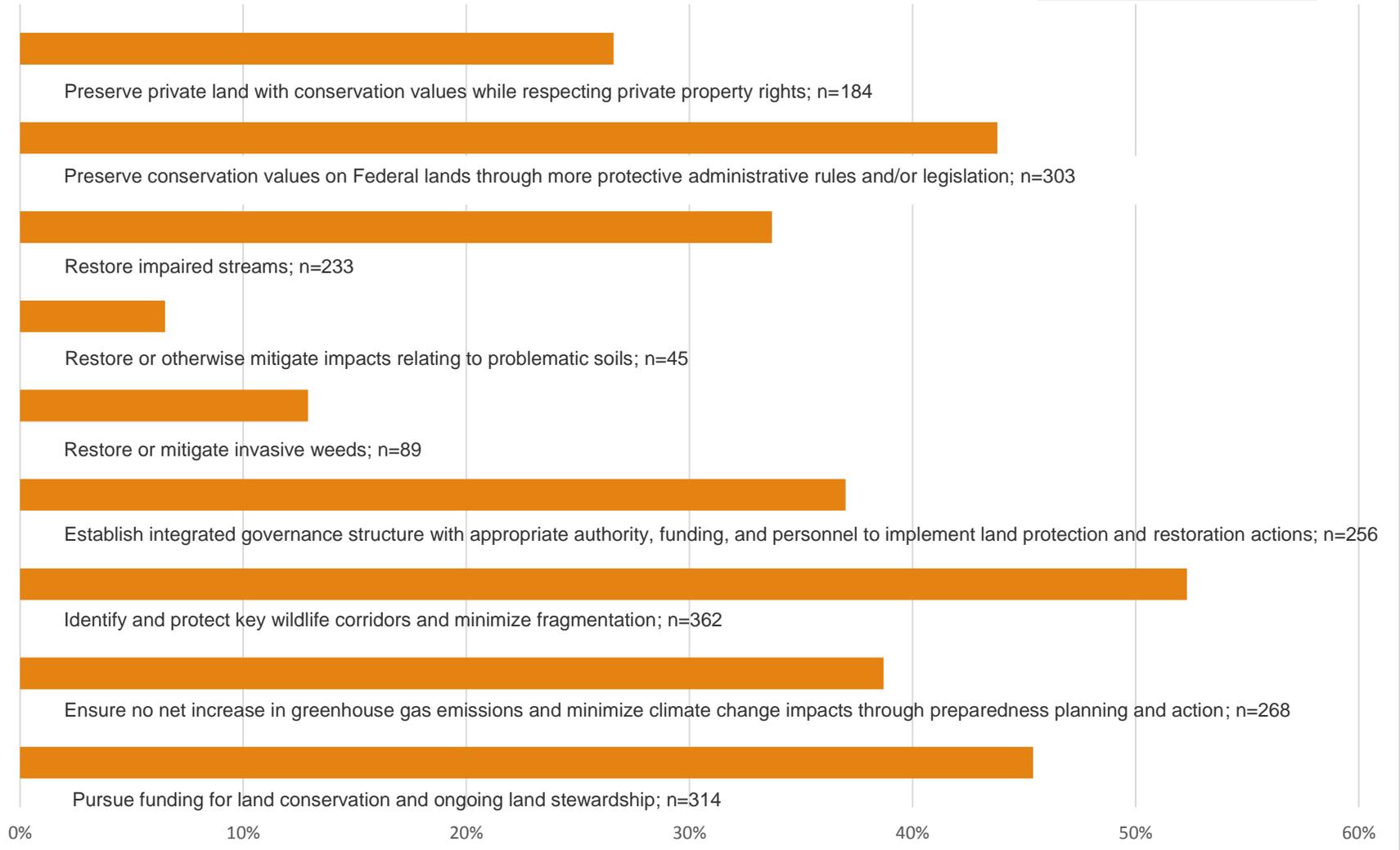
Responders to the questionnaire were not selected through random sampling. They were generally self-selecting by going to the Mountain Accord or City Lake City Open City Hall websites and completing the questionnaire. Although we received a large number of responses from throughout the study area, that does not necessarily mean we can conclude that the response results are representative of the regional or study area population.

**After reviewing the Ideal Recreation map and proposed actions, please mark your top three choices from the list below:**



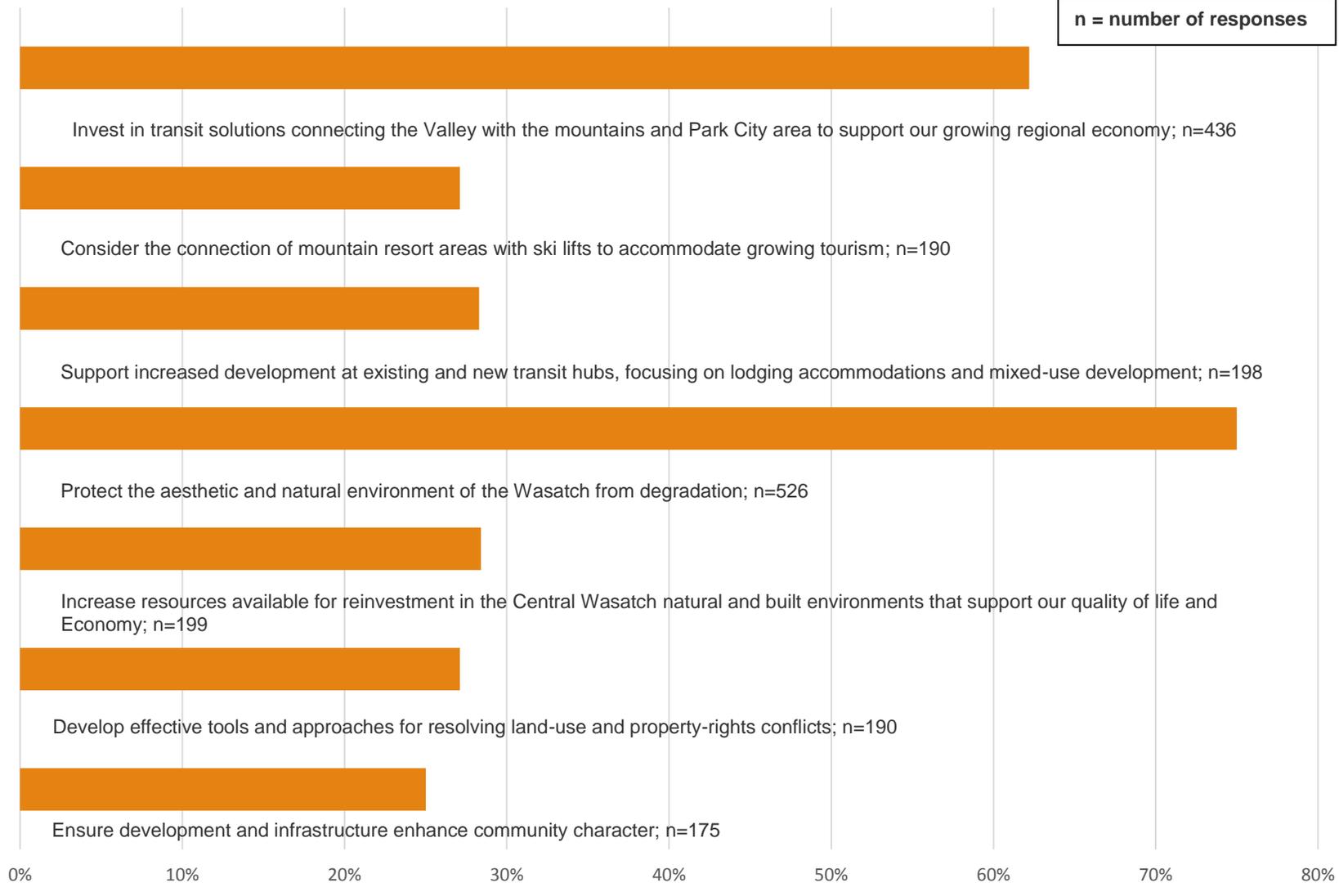
**After reviewing the Ideal Environment map and proposed actions, please mark your top three choices from the list below:**

n = number of responses



**After reviewing the Ideal Economy map and proposed actions, please mark your top three choices from the list below:**

n = number of responses



Transportation concepts A,B, C and D represent four ways to combine transit improvements that address the Transportation system’s vision. Analysis of and feedback on these four concepts will provide information that can be used to understand the performance of a wide range of potential route and mode combinations and inform the selection of an ideal Transportation system. Please select your top three choices for corridors that would most benefit from transit improvements:

