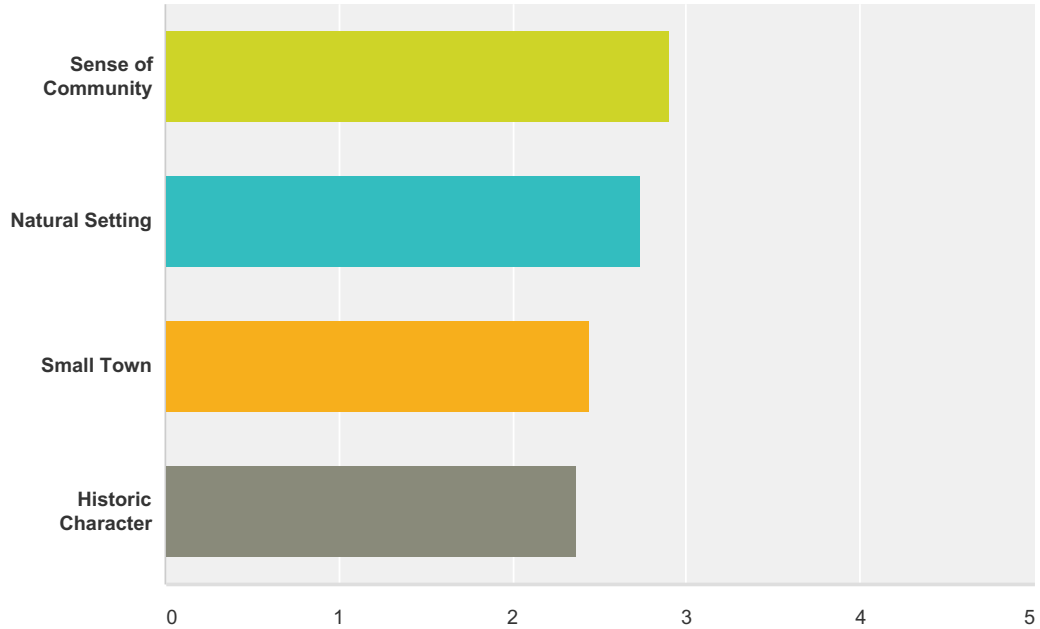


Q1 On a scale of 1 (totally inconsistent) to 5 (totally consistent) how consistent is the ECONOMY system with our four core values.

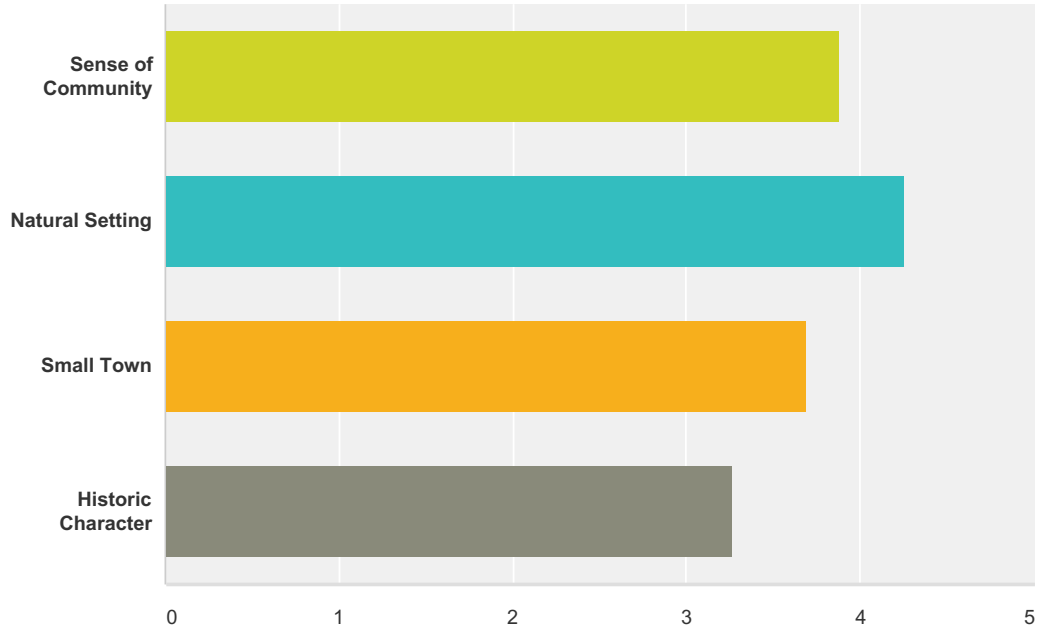
Answered: 49 Skipped: 30



	1	2	3	4	5	Total	Average Rating
Sense of Community	18.75% 9	14.58% 7	31.25% 15	29.17% 14	6.25% 3	48	2.90
Natural Setting	21.28% 10	25.53% 12	19.15% 9	25.53% 12	8.51% 4	47	2.74
Small Town	28.89% 13	17.78% 8	37.78% 17	11.11% 5	4.44% 2	45	2.44
Historic Character	23.26% 10	37.21% 16	25.58% 11	6.98% 3	6.98% 3	43	2.37

Q2 On a scale of 1 (totally inconsistent) to 5 (totally consistent) how consistent is the ENVIRONMENT system map with our four core values.

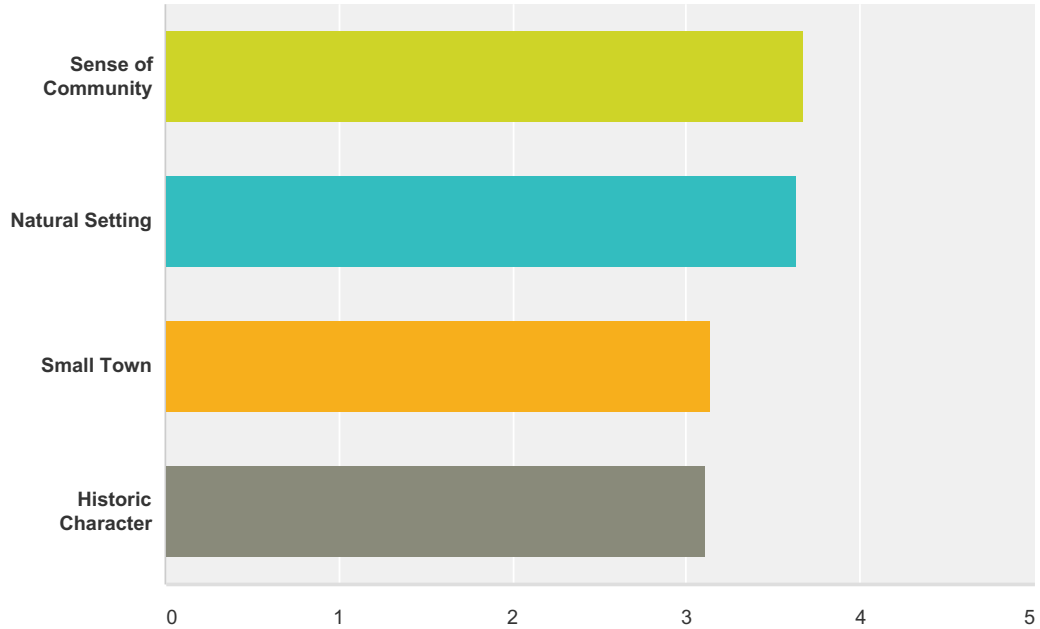
Answered: 53 Skipped: 26



	1	2	3	4	5	Total	Average Rating
Sense of Community	0.00% 0	4.00% 2	28.00% 14	44.00% 22	24.00% 12	50	3.88
Natural Setting	0.00% 0	5.66% 3	9.43% 5	37.74% 20	47.17% 25	53	4.26
Small Town	2.00% 1	8.00% 4	28.00% 14	42.00% 21	20.00% 10	50	3.70
Historic Character	4.08% 2	18.37% 9	42.86% 21	16.33% 8	18.37% 9	49	3.27

Q3 On a scale of 1 (totally inconsistent) to 5 (totally consistent) how consistent is the RECREATION system map with our four core values.

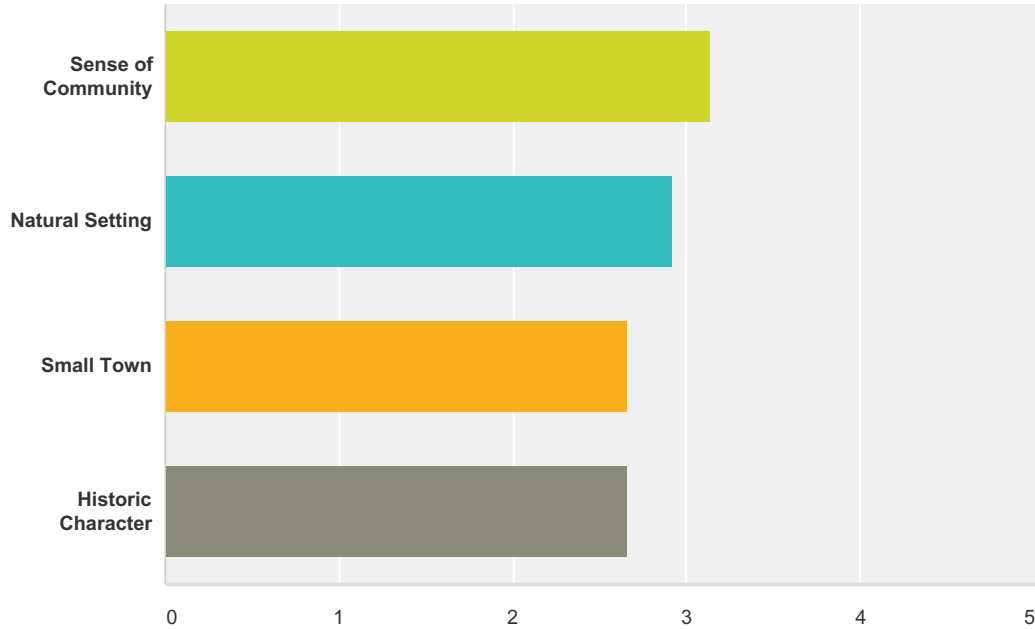
Answered: 49 Skipped: 30



	1	2	3	4	5	Total	Average Rating
Sense of Community	0.00% 0	10.42% 5	33.33% 16	35.42% 17	20.83% 10	48	3.67
Natural Setting	4.08% 2	12.24% 6	20.41% 10	42.86% 21	20.41% 10	49	3.63
Small Town	4.08% 2	28.57% 14	28.57% 14	26.53% 13	12.24% 6	49	3.14
Historic Character	10.64% 5	19.15% 9	31.91% 15	25.53% 12	12.77% 6	47	3.11

Q4 On a scale of 1 (totally inconsistent) to 5 (totally consistent) how consistent is the TRANSPORTATION system map with our four core values.

Answered: 51 Skipped: 28



	1	2	3	4	5	Total	Average Rating
Sense of Community	18.00% 9	10.00% 5	28.00% 14	28.00% 14	16.00% 8	50	3.14
Natural Setting	22.92% 11	8.33% 4	31.25% 15	29.17% 14	8.33% 4	48	2.92
Small Town	28.00% 14	16.00% 8	26.00% 13	22.00% 11	8.00% 4	50	2.66
Historic Character	21.28% 10	27.66% 13	23.40% 11	19.15% 9	8.51% 4	47	2.66

Q5 Optional Information

Answered: 58 Skipped: 21

Answer Choices	Responses
Name:	74.14% 43
Company:	0.00% 0
Address:	0.00% 0
Address 2:	0.00% 0
City/Town:	0.00% 0
State:	0.00% 0
ZIP:	94.83% 55
Country:	0.00% 0
Email Address:	0.00% 0
Phone Number:	0.00% 0

MOUNTAIN ACCORD COMMUNITY FORUM NOTES

Park City – October 13, 2014

On October 13th, Park City and the Mountain Accord consulting team hosted 132 community members at a round table discussion specific to the recommendations from the Mountain Accord System Groups on Idealized Systems. The attendees represented a diverse cross section of the Park City community. Each table had an opportunity to hear from and speak with experts from each system group. They were then invited to make comments about each individual system group recommendation or broad statements about the general direction of the program.

Seventy surveys/questionnaires were returned following the community roundtable discussions. In addition, 589 comments were collected during the roundtable discussions. The final report of comments (see below) are arranged by topic and contain both verbal contributions made during discussion and transcribed comments from the returned survey forms.

ENVIRONMENT SYSTEM GROUP

GENERAL COMMENTS

- These concept maps made me the most excited as seemed most realistic in that still allows for those that want econ development to happen in areas with more people yet current wilderness wanting to be preserved & expanded around - non motorized use FAR BETTER than building anything
- Generally speaking, I feel the environmental issues in the Wasatch are well represented by a number of capable, impressive organizations. Although I worry about population growth & the effect on the Wasatch, it is my least concern with the growth models discussed.
- I think these areas are sensitive & should be saved as much as possible water, soils, air quality are big concerns. Hoping that transportation & use will actually make our life better by cleaning up the air, reducing traffic while making reasonably more accessible
- Plan for the future
- Plan aggressively for 30 years from now doing nothing will be a problem!!
- Protect the environment (use economic pushes to help this)
- The natural environment is our economy, not to mention our source for mental health
- The environment is #1. I am not educated enough in this area to prioritize. I have grand children growing up in the Stansbury Park area where pollution is such an enormous issue.
- Park City Mountain is a near island, can we do something?
- Brigham Young did not start mining in the Wasatch (Chris Robinson)
- We feel there is very little land within Summit County to develop

- We should also protect Wasatch i.e. – Peoa and Kamas Need to see recreational analysis
- More map information would be helpful
- Better management “dead trees in Big Cottonwood” beetle kill
- Developers will win!
- Guardsman Pass should be open in winter
- Leave no trace
Scenic view sheds
- Preserve the crown jewels of Wasatch for next 7 generations
- Conservation / preservation first
- Prioritize environment over all other groups

AIR QUALITY

- Air quality is paramount, ozone, emissions, haze becoming increasingly problematic.
- Air quality should be a priority
- Forest preservation for clean air?
- Plant more trees
- Solve air quality in SLC Valley spend what it takes as it hurts tourism..
- Air quality is the single largest environmental impact to our quality of life. The state has to address this big picture perspective.
- Haze and pollution are priorities
- Concerned about amount of haze already.
- Prioritize air quality, climate change issues - very little matters if we have no more snow
- Most important to our town is making sure we don't let the Salt Lake haze into our community. We need to make sure the development at the top of Iron Canyon doesn't happen in our wilderness areas
- Land preservation and wildlife corridors the highest priority after air quality, haze is #1 concern.

WATER QUALITY/SOILS

- Cleaning streams is important & cleaning soil
- Why does Little Cottonwood Canyon show as an impaired watershed, but Big Cottonwood Canyon does not show as impaired watershed?
- Protect water shed, waterways thru a tax on recreation
- Soil mitigation; protected areas
- I would prioritize restoration of the ecosystem. I'd prefer a more healthy base than just more of it.
- Restoring stream flow and quality is most important. Not nearly as worried about invasive plants.
- Protecting land will facilitate cleaning it up from historic and current pollutants
- Watershed / stream protection
- Waterways, invasive plants, soils
- More non- motorized recreation which can coexist with water quality improvements and protection.
- Encourage development that protects watershed

- Develop programs to repair existing water ways
- Water preservation

CLIMATE CHANGE

- Prioritize air quality, climate change issues - very little matters if we have no more snow.
- Plan for climate change
- Surprised that climate change impacts were not mentioned or considered.

OPEN SPACE

- Can the ski resorts be asked to provide some area (private land) transferred into protected land – i.e. a buffer zone?
- Buy more private land to preserve in a land trust
- Efficient land preservation - more open space
- Protect land at every opportunity
- In Park City focus on connectivity (e.g. Federal to private)
- More open space in Park City Area
- Open space preservation is what makes us who we are - sense of community, natural setting, small town & resiliency to climate change
- I would support connected corridors through town.
- Any efforts to preserve more land is favorable
- Would love to see more open space and construction easements.
- The city and County need to buy as much open space as possible as fast as possible
- I'm for saving more open space
- I do like the idea of collectively buying private land & putting into a land trust
- Buy more open space
- Additional protection of private lands
- Land preservation and wildlife corridors the highest priority after air quality, haze is #1 concern.

WILDERNESS DESIGNATION/SPECIAL MANAGEMENT AREA

- Wild lands kept wild - No Helicopters EVER!
- Dark green wilderness areas should be established.
- Should Federal lands be transferred into Federal Wilderness?
- More protected wilderness is good & mountain biking is ok in dark green area
- Prohibit ski area expansion in "dark green" areas
- Fall back to Special Management makes me nervous. Limit recreational use in wilderness areas Concern over wilderness designation
- Special management – maybe only mountain biking
- Can increased taxes from ski industry be allocated for better management of forests?
- All protected areas do not need to be opened to mountain bikes.
- The proposed Federal Wilderness Protection would eliminate the existing Mountain Biking that currently exists. Doing so would negatively impact the "historic" use. A

special Management area would be more consistent with the historic use and character

- Because we are looking 50 years into the future with 2x population and major increase in tourist population, We should protect as much land as possible (Special Mtg. Area) No more land for heli skiing.
- Buy as much wilderness as possible or even better put it in Federal hands
- Multi-use for new Federal Wilderness (bikes, heli skiing) to be purchased
- No heli-skiing ever! Want wilderness not management
- To trade more wilderness areas for one looped transportation system might be a good deal; a compromise. Promote more parking for EV's Promote EV's period.
- Air quality haze- biggest issue for me.
- We live to preserve land we can use." Key – "must be able to manage"
- Concerns about not losing the wilderness areas
- Need to provide trail and ski lift connections through proposed wilderness areas
- For the dark green areas, do not want to see additional restrictions against ski areas, mountain bikers, chain saw maintenance etc.
- Want total wilderness! Keep it!
- Put as much land into wilderness as possible. No specials management
- Dark green area: US Forest Service Area: I'd like to see no motorized vehicles, but allow mtn. bikes.
- I think it is important to have as much wilderness protection. Water is key! In our area, with no federal land, we need to add more privately protected lands
- Focus more on special rec. mgmt. instead of more wilderness. Allow trails but no ski lifts. No more heli ski areas.
- I would like more areas protected especially from motorized sports.
- Expand "dark green areas" to light green - as wilderness designations
- Allow for limited mountain bike use on Federally Protected land
- Wilderness expansion
- Expand wilderness designations
- Maximum wilderness, I'd spend more \$ for land preservation than transportation - NO TRAINS
- I like the idea of preserving the area from development, but question whether "wilderness" is too restrictive. No mtn. bikes? Only hand saws? No lifts & motorized vehicles are great ideas though.
- Keep the mountains mountains - not homes/shopping - keep all of that where it exists - limited use always better for environment. Thank you environment group for expanding wilderness but not limiting urban growth.
- I also strongly support the efforts toward additional protection of designated areas through conservation easements, wilderness designations, etc.
- For certain areas that could be designated as wilderness, there is a concern that doing so would eliminate some popular mountain biking areas, identify those areas & give them a lower designation in order to maintain these trails while protecting them from improper development.
- Would rather go for wilderness designation and have a back-up as special management area.
- Way too restrictive protected

- Prioritize wilderness - No mountain bikes - no heli skiing
- Prioritize wilderness; Preserve more land
- As much preservation as possible

RECREATION USES

- We like a balance of some areas, trails for hiking only and some for mountain biking
With increase in mountain biking and hiking only trails need to be established
- Recreation is becoming or could become much more concentrated in Park City.
What would we have to do?
- Not opposed to allowing Bonneville Shoreline Trail if open to more mountain bikes – must be controlled.
- No heli skiing - make highest priority
- I also like balancing hiking vs biking trails
- Add horse trail on SLC side
- Love my recreational access but would love to have the highest protection available.

WILDLIFE

- Where are the Elk corridors?
- Wildlife crossing over I-80. Route 40, 215 etc
- I would back more protection of wildlife areas, even if it kicks out heli and motorized access/business. There would need to be strong enforcement, as I have seen violations.
- Growth is inevitable but I support protecting land for wildlife and view corridors.
- Build Golden Eagles population
- More wildlife crossings
- Land preservation and wildlife corridors the highest priority after air quality, haze is #1 concern.

TRANSPORTATION

- Protecting back country - transportation getting vehicles off the roads
- We need to remove cars from our environment. More people in less cars
- One person was very concerned about opening Guardsman to car traffic in winter because of the traffic it would put onto the roundabout at Marsac and also into Old Town
- Rapid transit & stricter regulations on CO / Particulate emissions in SLC
- I thought that it was good; I do think that improving transportation and getting cars off the road is the most important factor in protecting our environment.

ECONOMY SYSTEM GROUP

GENERAL COMMENTS

- This is overwhelming. What are we reviewing?
- We need options
- Don't implode economy
- What do we need to protect?
- Unintended consequences?
- Preserve recreation and the environment
- Complete failure. Just another transit loop. Didn't do anything to help off season economy. I don't think just adding "now you can go from SLC to Park City quicker" will make much difference. The two Cottonwoods were (L with a circle around it) but seems like that was supposed to get a big boost. Please DO Wasatch One. Interconnect skiing and mountain biking (trails) without requiring transit over the mountains.
- Why is cost not a part of the conversation? Does someone have a money tree
- Concepts were too "big picture" to give a feel as to how the small town & historic character could be preserved
- Key is to find a balance and use the tools available. One tool could be a program to help Parkites become great hosts. I really dislike the phrase "Keep Park City, Park City", it is full of fear. Let's decide what we want to be and charge forward.
- Seems idealistic and unattainable

ENVIRONMENT

- We will have no economy once our air is being impacted. There aren't enough trees to clean the dirty air.
- Preserve environment & recreation
- I do not believe that connectivity will impact air community in a positive manner
- What is the energy to provide/sustain growth? (renewable?)
- Where does the water come from?
- Wildlife protected. We need restoration
Keep development out of the mountain in areas already developed
No over land ski resort connections except summer single tracks.
- Don't degrade the economy or environment

ECONOMY

- Concern with economy discussion is that it seems focused on transportation & making connection LLC back forth to Guardsman
- Not clear what economy drivers are (tourism vs business)
- Not the best for Park City Good idea for Sandy
- Difficult to bring economic plans of SLC & Park City - such different views
Increase SLC tourism as a whole.
- Increase tax revenues Increase bed base?
- Usage in the off season
- Without a healthy economy there is no community as we have come to know it.
- The destination visitor is critical to Park City.

- Do not connect Cottonwoods with Park City - Could be detrimental to the economy and not address the transportation problems in the canyons. Types of businesses attracted?
- Four season economy
- Don't want Park City to become Vail
- How many more hotels need to be built to accommodate?
- The Wasatch Back should be kept for outdoor use only. No business & development in between the canyons, keep it in SLC.
- We don't need more people/crowds - we can't handle it while preserving our town values.
- We want quality experience vs quantity
- Does not describe how the "economy" plan will create more traffic during slow seasons. Seems to just get more people to move around mountains during ski season
- NO-LINK between Park City & Little Cottonwood via Bonanza OR should we keep Park City the very special and elite vacation spot and place to live.
- Keep Park City as special but be sure that permanent home owners rights are respected.
- Need more "white collar" jobs Can we get educational center (satellite of a college/university) in Park City? How to draw more young, highly educated or entrepreneurial residents
- Invest, invest, invest in world class infrastructure - roads, mass transit, air quality, trails. Good work getting Mt. Accord going! Good luck!
- I am not at all concerned that developing hotels and economic nodes will hurt Park City at all.
- Do not feel that this will enhance Park City's economy at all! I am surprised that the committee felt that Sandy's benefits would mesh with our community.
- Traffic jams have, I believe, a very negative impact on the vacation experience.
- What are our options for economic tools?
- Park City will not benefit from the connection with Little Cottonwood, Park City will not suffer economically

WORKFORCE AND AFFORDABLE HOUSING

- Make sure housing is affordable and there is mixed use to keep vibrancy
- Rich, old people don't make a community vibrant
- The connection between the Cottonwoods and Park City is critical – but to whom. If we need workforce, a train will help us draw workforce from SLC to Park City.
- We need to encourage people to live and work on the Wasatch Back and not commute.
- Loss of rentals to SLC
- Light rail from SLC to PC helps bring labor into town
- Please consider the locals and employees in the total picture, not just guests and tourists
- The bus from Park City to SLC is \$5.50. The ski resorts subsidize the ticket so the cost to employees is \$1.50 yet the employees drive

GROWTH AND DEVELOPMENT

- Growth not appealing, but need to mitigate the growth that will happen
- Buy down density some but not to fix all
- Need to balance*

- Too many people
- Really don't like connecting through "Bonanza Flats" due to impact on Park City and with expected growth without making it easier tko grow understand it is coming.
- Historic Character is not important to me. This is not a small town anymore. Keep the land as natural as possible
- Really appreciate keeping growth / development where already exists - keep it out of mountains
- Having hubs of activity is much more beneficial, take a look at Europe
- Keep historic nature of downtown Park City, make it better not necessarily bigger
- Encourage Wasatch County not to grow using TDR's or other incentives.
- What fits SLC might not fit Park City. Salt Lake City has the infrastructure to support the development associated with a train and Park City might not be able to handle that. But the linkage between the Wasatch Front and Wasatch Back are very important.
- We have a lot of room for development in Eastern Summit County
- The carrying capacity of Park City is finite. We are not there yet, but we really don't have the bed base for it.
- Park City has enjoyed being able to develop over the past 20 years. Wasatch County has not had their turn. For the first time they are getting a chance to develop. Shouldn't they have their chance? But is there something like Transfer of Development Rights or something else like that that will allow Wasatch County "to get theirs" – but not have to develop Bonanza Flats and other parts of Wasatch County.
- If we want to grow the economy, we need to put infrastructure in place. Multiple people agreed with this perspective.
- The growth should be specific to the different areas on the map. Not worried about the economy in SLC.
- We need to diversify our economy – and if we don't, we will build infrastructure and then we will be susceptible to the resort economy
- We need to diversify the economy, to some extent. Probably go after high tech, not manufacturing.
- In terms of the development, it seems like if SLC is High and Snyderville Basin is Moderate/Medium – should the development be relative to how much infrastructure exists to support the development.
- What percent built out are we? How about the County? (Jonathan answered the questions)
- All of this "economy" issue seems to be driven by ONE Wasatch
- Creating the balance of growth with limited impact on the environment
- It will be important to regulate growth
- In 30 yrs we won't be a small town
- Balance
- Plan for SLC / Utah growth by convincing Kennicott to build ski areas in Oquirrh Mountains and other rec-trails, camping, SW SLC is booming - serve them in a 20 mile radius
- Going to have to regulate more
- How do you control or mitigate another municipality's decisions to grow (Wasatch County) when their growth could affect Park City in a negative way? Transfer of

Development Rights, tax incentives from the federal level can there be research on this? Transportation is going to be the main factor in all of this.

- The Accord shouldn't overlook Park City proper when it comes to development intensification. This could work in conjunction with Kimball Junction

TRAFFIC/TRANSPORTATION

- If people have deeper access into wilderness, there will be less people on roads
- Don't connect Little Cottonwood w/Park City – more cars, busses, and trailers not wanted
- All goes back to traffic
- Roads feel full
- Rail line could advertise relaxation
- Park City should not be end of rail line
- Cost of ridership on busses (?)
- Highway 224 underground tunnel
- Put in a train to go up Little Cottonwood Canyon, Park City and Big Cottonwood Canyon
- ?45,000 day trips on Hwy 224 – Who? How? What will our future look like without it
- Circulars may be bad and we should focus on I-80 line. Not bad if circular would go both ways
- Circular costs seem over whelming. Timing is of the essence. No more widening highways but park and rides are a better solution
- Get our visitors out of cars no matter what. Mass transit for working population. Build a train!
- The European experience – we are going to be far more regulated than we are comfortable doing. No more cars! Possible, Plausible, Preferable 3-P's
- Takes 40 minutes from airport to Old Town
- Think transportation as an amenity
- From Kimball Junction to U of U in 15 minutes; must be frequent and it needs wi-fi
- Transportation from Heber (for workers) to Quinn's
- Advocate pay to park to finance transportation
- Any train must start in Salt Lake City
- Mass transit essential
- To implement mass transit, it will take 15 to 20 years. We need to look far out, 15 or 20 years, to see if we might need light rail or a train.
- We need to do something about Kimball Junction intersection.
- We have all seen how many more people are coming up from SLC to Park City to recreate. If we don't get people out of their cars, we are going to be in trouble.
- Will visitors take a train? Some said they would – and that mass transportation is essential for looking 40 year out – others said they would not
- One member of the group did not think rail was practical for visitors
- If we are looking at a train, we need to figure out not only where people land, but also where and how we take people after they land (need to figure out the logistics)
- We need to acquire right of ways for future transportation corridors on the Wasatch Back.
- We need to figure out the transportation system that does not hurt our quality of life.
- A rail line that loops seems a bit aggressive.

- We should focus on the commuters.
- If we are looking at a 40 year plan, we have to use something other than cars. And this is a long term view. We need to figure out how to move people more efficiently.
- I can appreciate the idea of the looping train from the valley, but unless forced to ride it, I am not convinced all the winter, seasonal employees will use it. And they are who I'd really like to see targeted to get of the road.
- Mass transit - light rail up Parley's
- No other connection between resorts
- Transportation up Parleys is the only mass system I support.
- Transit system modeled after Switzerland is preferred
- Cost valuation for transportation options needs to be defined - important to define what's actually possible
- I-80 NEEDS TO BE A TRANSPORTATION CORRIDOR
- Over the snow connection is not a transportation system - it is just linking the resorts. Just a gimmick
- City of London model; charge for non-residents to drive personal auto into center city. Could that work?
- Manage like National Park system
- I think the node at Silver Springs should be classified as "M" I don't think Alta and Brighton will have the same level of future development due to terrain limitations
- Transit is a must but connecting BCC/LCC/Park City is not a good idea. Different lines for each area
- Rapid transit (buses) are a great idea. We need better buses SLC to Park City (extended hours) and up/down BCC/LLC. However trams are a bad idea. A tram to Park City/SLC could work
- Train along the front could work. But no trains up LCC/BCC, they are not able to adapt to the 8-9am influx. Buses must run all night for work force. \$10 fee/car up canyons (all) = free buses.
- Is the canyon transportation clean fuel / energy
- I like the circle of transportation idea
- Like the circular routes for a train that goes both ways
- Circular loop through Park City (bus or train) and up & down from the airport
- Cars kill small town Cars kill historic character
- Underground tunnel - could be dangerous (cave ins)
Possible - park and rides (two comments)
- Is it plausible to charge for parking
- Now: busses / public transportation / Park & Ride lots
- Fee for cars inside Park City
- Preferable - more busses
- The economy of our area is at risk if we fail to move forward with improving transportation. Worsening traffic jams will turn off tourists - they have other options.
- This is a marketing effort to look like the Alps. Good to have mass transit down 80, but just connecting the Wasatch Back from Little Cottonwood to Park City is a gimmick.

RECREATION SYSTEM GROUP

GENERAL COMMENTS

- Concern we will lose our identity
- Need to keep Park City and SLC separate in some way
- Retain individual character of each individual community - Park City, Alta, Little Cottonwood Canyon, Brighton and Big Cottonwood Canyon
- Recreation is 100% of the draw to the Wasatch, preserve recreation
- Keep sense of community
- We are encouraging Salt Lake valley people to use amenities that we pay for
- Keep eye on cost
- Higher taxes demand higher rent for workforce
- Good for Park City in long run
- What are the unintended consequences (some D.C. and Chicago examples used?)
- Concern Park city is driving the model but ultimately we will be the "little fish"
- Salt Lake will be driving the vote and what is best for them won't be the same for Park City
- Our entire group felt that the Recreation Systems Group was on the right track.
- The map was difficult to interpret
- There was no way to tell what we were looking at. Circles with no detail. Transport with no relevance.
- Recreation & Open Space drives the Park City economy
Awesome trail system
We're all fun loving in our minds, if not in fact, which underpins our joie de vie and what we bring to all our transactions - with each other, guests and the larger world
- This is probably toughest part of whole accord in that there are many trails already in place & most tourists who will pay the \$ for lodging / dining are lazy & won't be doing day/multi-day treks across Wasatch - they'll stay near hotel.
- Will need to separate Park City & SLC for these decisions - tough to bring together
- Generally looks like it is headed in a good direction
- Buck did a great job
- I found no real controversy in the "REC" portion. I believe the shared love of the area will continue to unite recreationalists towards common objectives in the Wasatch / Mountain Accord
- I thought the recreation map was on target as far as trail designations and connectivity
- I feel the community of Park City is doing a great job, moving in the right direction - although so much will come down to the decisions on transportation solutions.

WILDERNESS

- No wilderness needed, but no ATV's or motorcycles (this is what was written not sure what was meant)
- Preserve wilderness at every opportunity
- What types of transportation is being proposed in which areas as that will impact quality of recreation. Development focused in ski areas makes sense - but has to be controlled (perhaps by proposed wilderness areas)

- Don't protect land so much that it prevents most use (mt. bike, skiing, ...)
- I'm a big believer in wilderness. Without wilderness we are not worth anything.
- Controlling impact on back country is critical
- I like the wilderness exchange idea to allow the Bonneville Shoreline Trail to become multi-use.

RECREATIONAL USES

- Preserve hiking only trails
- Recreation should be fun
- Create a rating system for all trails. Check out what Mt. Hood is doing. You stop at the ranger station where there is a book with a printout of all hikes. Each hike is rated as easy, intermediate, difficult and extremely difficult with a full description of each Rate trails – green, blue, black so appropriate people are on the trails
- Rating system for trails, more signage, specific to hiking & biking in certain situations
- Example of Mt. Hood with excellent trail maps: everyone thinks they can ski a black
- Different grades of trails: blue, green, black, double black
- Three important items *Accessibility, *Quality, *Variety. How easy it is to recreate here.
- Planning so we keep accessibility
- Communities do their own trail planning
- Allowing for additional growth and recreational use
- Brown's Canyon should be looked at for another recreation area.
- More level 1 & 2 trails; example Silver Creek
- Parents with kids would use a "green " run for a summer hike – adopt Mt. Hood process
- A one mile trail with restroom! Parking lot would serve a huge market
- More trails for low landers
- Develop trails specifically for visitors on the easier side.
- Need better recreation/trail signage everywhere
- Better signage on the Wasatch Crest & remote trails
- Paved trail from Quinn's Junction going both north and south
- This is the locals place to push to preserve recreation near home
- I fear for Round Valley! Improve trails now, before they're totally ruined. Look at Brown's Canyon to expand.
- Recreation is very important for locals and tourism. Need to continue to build and maintain he infrastructure. Would like to see more of it kept "wild", non-motorized, separate bike from hikers
- Keep buying open space minimize development
- I think non-motorized trail system should be included along I-80 thru Emigration is OK from Parley's to SLC
- Paved trails are a good idea between Quinns-Heber, Kimball - Parley's, etc along existing highways
- Completing Bonneville trail system is a good idea
- Look at Toll Canyon as possible yellow region. Increased usage will work here
- On the back side of the Wasatch, we need to add two more "Mid-Mountain" trails. One at 7500 ft and another at 9000ft. Also more connections up and down to mid-mountain.
- Accessibility, quality, variety

- Protect non-motorized recreation
- It sounds like the Cottonwoods need more recreation opportunities for Salt Lake. Make more trails but not more parking. Roads are already a nightmare
- Park City doesn't need more recreation, already have too many on weekends.

MANAGEMENT PRACTICES

- We'll have to limit people in the future
- Limited days a good idea
- Is there a way to try to disperse the demand of people on certain days i.e. – weekends or odd/ even days
- Additional protection mechanisms other than wilderness
- More people in Round Valley; in order for it to take more people it's going to have to have a lot of work to make sure it's usable
- Focus use in a few areas
- Engineer the start areas to have flagship experience
- Recreation System - 3 Keys: Quality, Accessibility , Variety
- Yellow – More development, more use/parking, restrooms
- Donut Falls area is a serious issue; restrooms are closed since Forest Service lacks funds
- We all love Mt. Trails – how to get this on Wasatch Front?
- Concerns about “environmental cost” to save the environment from the cars
- Like TDR's – keep development clustered
- More bike capacity on transit
- Connectivity is the key
- Recreation access may have to look to permit fees
- I love the idea of interconnecting all trails.
- Knowing that we are on a growth path I like to designate high use locations & steer people away from places we do not want to impact. I do not want connection through Bonanza Flats (again)
- Separate mountain bikes on trails from hikers
- Trail user fees I support.

RESORTS

- Resort ownership consolidating anyway
- Additional development around resorts – year round use
- Ski areas “intelligently” connected, not expansion
- If I was a ski resort operator, I would want to manage the traffic.
- Another person through we needed to look more at the Wasatch Front for additional recreation.
- There is so much unexplored area in the Wasatch Back. Need to expand the map. Expand the map to the east.
- Group was highly supportive of the One Wasatch concept; connecting all of the ski resorts with lifts
- Over the snow connections are not a significant positive impact on transportation.
- If I was a resort owner, I would want to look at creating limits on things that do not generate revenue

- The Recreation Systems Group does not think of over the snow connections as a transportation solution
- We will encourage more people to come
- One Wasatch - very bad idea - leave it as separate unconnected resorts.
- Utah has already devoted enough area to ski resort development.
- High density tourism is fine at ski resorts
- 500,000 additional skier days are too many
- For One Wasatch, you need to find a balance between trails and lifts to give the best access with minimal physical impacts to the mountain.
- One Wasatch is not a recreation opportunity, it is a marketing gimmick. It might serve to bring someone to Utah ... once ... but it will not help out the states future or the future of the Central Wasatch

ACCESS

- Why no transit stop at the beginning (SLC side) of Parley's Canyon?
- Why not have more trails developed in the Wasatch Front to take the pressure off the Wasatch Back?
- We favor trains – clean energy fuel, electric to get up the canyons
- Trails, public transit to promote accessibility
- Decrease traffic with transit nodes at gateways to recreation areas
- Charge fees for parking
- Guardsman transit connection to move recreationalists to the Crest Trail better
- Recreation trail connecting under roads at busy roads.
- Concern about congestion at the trailheads. Nowhere to park people at trail heads.
- Need to provide better public transit to trailheads.
- Observation: This all points towards transportation.
- Consensus was that Recreation Systems Group was on the right track
- Getting people to live in the eastern part of Summit Count will be important
- Connectivity might create an incentive for people to live on the Wasatch Back – but we will need to diversify our economy.
- Will we really reduce traffic/trail impact by creating new trailheads?
- Parking lots should not be added or expanded
- Dedicated rail or bus access to rec. areas
- Better parking and bathrooms at high traffic areas - have bus stops to encourage less driving One / two Wasatch trams!!!
- Better parking and bathrooms at high traffic areas - have bus stops to encourage less driving Provide more & promote public transportation to recreation areas & trail heads
- I think a node should be added at I- 80 and Lambs Canyon
- Tolls
- Create central trailheads that start not where the trail starts but at some reasonable location that will not overrun any one neighborhood.
- Priority coming up the canyon and going around Park City
- I do like the idea of concentrating parking.
- I prefer more public transportation and bigger parking lots
- No connection over pass. Only by skis or hiking

- Having centralized parking concentrated in pockets reduces impacts of parking at every single trailhead - this can allow increased trails without impacting residents
- Having more non-motorized connections between the major hubs of activity helps reduce traffic, congestion and improves the natural values
- No ski area connections with lifts (Canyons & PCMR are probably going to happen)
- Year round connection from Park City to Alta is not important to increasing recreation
- Biggest concern overall is connection Little to Big to Guardsman
- Don't like proposed link between canyons
- Why not put a transit up Parley's Canyon?
- Connectivity to Midway & Big Cottonwood Canyon is desired
- 1st choice - clean energy trains to transport people
- 2nd choice - biodiesel buses or other clean energy method
- Should follow Zion model more (highly restrictive motorized vehicle access)
- For Park City traffic Wasatch & S. Summit must have transportation answers
- Need to be practical. Start with right of ways, park & rides
- Accessibility, transit is key (once again)
- Should be a transit focused mode at the mouth of Parleys Canyon.
- Concept "C" - map (favorite solution) - but need to mitigate traffic in town.

TRANSPORTATION SYSTEMS GROUP

*Comments from participating community members (an * after the comment indicates the number of the same comments received.)*

Concept "A" Bus rapid transit up Little Cottonwood to Alta /

Concept "B" same as "A" but with a rail connection from Alta to Park City

Concept "C" regular bus up Little and Big Cottonwood and rail from airport to Park City

Concept "D" is rail loop.

GENERAL COMMENTS

- Circular rail system is important
- Need large parking areas at main stops
- Synchronize busses and rail lines
- Longest, most intense conversation and discussion
- Have the mode of transport be non-stop no transfer points, make it quick and non-stop
- Expand bus system with Park City so locals and tourists don't have to use, rent a car
- We like above ground transport rather than in a tunnel
- Start with park and rides
- Rail line could advertise relaxation
- Park City should not be end of rail line
- Cost of ridership on busses (?)
- Cost of rail depends: \$50-\$80M/mile
- Ways to get up the canyon; not discouraging cars
- There is a toll gate at Mill Creek
- Anywhere in Europe trains are jam packed with all groups must be affordable
- How do I get to my condo? Move skis and bags again?
- Rapid ski bus goes only to canyons, Park City then back to junction
- Make it easy, less expensive – folks will use
- Concerns about \$80m per mile to construct and the number of people that will actually use. i.e., so many people value their time over everything else.
- Cars off roads is good
- Incentivize ride share
- Parking permits
- Transportation connection
- Concern about development (transportation induced)
- Balance by providing public transit, gets cars off road.
- Time + loss for transit ridership
- Providing alternatives to single occupancy vehicle = travel time
- You would want to combine a bus rapid transit with rail
- It does not seem to me that the demand would be the same in all areas. Having BRT connecting to rail system in SLC seems like it makes more sense.
- My 40 year plan has the train going to Coalville.
- In Europe they add trains to the track to scale.

- Economy and transportation are one and the same. Build and they will come. Speed and cost are paramount; fund transportation with ski area parking. Raise gas tax to pay for transportation infrastructure
- Travel time is critical
- Dogs should be allowed on transit
- Park City should be first stop not last
- Will connection hurt our competitive advantage
- Should explore phasing to avoid over building
- Need to know operations and maintenance and have financing in place
- Need to think of project that will attract Federal funding
- Wildlife corridors and crossings and transportation corridors
- Buses will only be used if cars and parking are eliminated
- No inter-canyon connection
- Stop cars from coming to mountains. No more cars in canyons - courageous decision
- Must have: Rapid rail up Parley's Canyon from airport along with eliminating tourism related parking in Park City. This is something I can support.
- The idea of preserving the Central Wasatch is paramount. Connection between the Cottonwood's and Park City should be very low impact. No railways or busses ... maybe 1 tramway but only if no development beyond it would occur. If dedicated bus lanes are used and cars are permanently restricted in the Cottonwoods, I am in support. I do not want to open up Bonanza Flats or Guardsman for easier access.
- Designated rapid bus lanes are key.
- Give the bus its own lane!!
- A connection over Guardsman Pass all year long, a gondola would work perfect. Think the gondola in Portland or Whistler - Blackcomb.
- High speed rail from the airport / SLC to Park City (high speed key) **
- Think rail through the mountains.
- Less busses.
- Would like tram in Big Cottonwood & along Wasatch Front
- Gondola's from bottom of Big and Little Cottonwoods & Park City - perhaps small toll at bottom of Big Cottonwood for autos
- Commuters & tourists in cars an issue
- Kimball Junction has to get a high speed overpass in place
- I applaud the pro-active planning process that the Accord is following. Thank you for opportunity to attend this program & provide input. Facilitators were articulate & well versed in the information presented.
- Telluride- ski lifts are used for transportation purposes year-round (free of charge)
- With high costs like Deer Valley I can't believe that "families" will take public transportation. It would be great for the younger people. Families might want to keep things in the car, go out for dinner or don't want to have continuous stops.
- I support expanded public transportation to limit growth of cars on the road at same rate as population growth. Rail seems great except cost prohibitive. I support linking Cottonwood and Park City but not for private vehicles.
- There are many questions that have not been answered.
- There is no demand. We don't need it.
- No train up LLC. If you want a train put it along I80.

- How can we minimize the total impact on the environment and the watershed? Electric rail system?
 - We need a big parking lot at the two big entrances into Park City with a rapid express bus from the parking lot to the resorts. One should be near the Visitors Center & then no stops until the Canyons & then directly to PCMR - no stops. The other would be a big parking area near the dog park going directly to PCMR and then the Canyons. This should be convenient & easy access to get 60% of our local traffic to use the express buses.
 - Transportation is the key to all of it. Convenience factor must be used
 - Without the willingness to crack this nut, everything else falls apart. We must be bold and it's going to cost, but like so many of our previous investments in bold ideas, the dividends will be impossible to quantify.
 - Important to develop the transportation plan in phases that allow the system to be developed
 - Connectivity is a must.
 - Start planning infrastructure now - light rail takes 10-20 years to implement - it may not be perfect but doing nothing would be a huge problem - disaster re cars
 - Kent Cashel - good presentation
 - Do not use FBS/Bonanza Park
 - Cars have to be removed from roads
 - It would take a designated bus lane to get me on the bus. I am already out of my car thanks to the paved path from Highland to Kimball and the Quinns anyway to get people out of their cars will add to our community, it's natural setting, small town feel and historic beauty.
 - Buses Yes! BCC/LLC every 5 min. 7-10am, 15 min. 5-7am, 10am-10pm 30 min. 10pm-5am
 - \$10 fee/car up/down canyon to offset some costs of Bus. Restaurant/Beer tax to offset buses. Buses up/down Parley's exist but need many more 2 up / 2 down in Not a viable transportation alternative.
 - Think a fast train to Park City good idea - Wasatch Back solve own trans issues
 - Need clean energy source if buses need hassle-free transportation from airport to destinations (minimize transfers) stops ok ...
 - Loop to 40 essential - Wasatch County needs to be considered - so much growth happening there
 - Time always a human issue! Transportation will never replace a single occupant car but needs to provide a good option - viable / desirable
 - Options for rail & tunnels looks to be way too much \$
 - There are so many versions, I think all 4 well thought out & planned would be great –
 - I thought Pat's presentation was great.
 - A rail connection should go straight to Park City regardless of route. Transferring mode will harm the viability of the service. The I-80 route may be cheaper & easier to build, but the full southern route will link all of the resorts.
- Overall, I love what has been presented so far, and I would love to get more involved in the process.

COMMENTS ON SPECIFIC ALIGNMENTS

Concept A

- Concept "A" bus rapid lane – can evolve into rail minimizing number of stops so tourists don't have to handle kids, luggage, skis
- Concept "A" is most favorable
- Train through the mountains doesn't make sense. Should be option "A or "C"
- Which direction do the buses go? Must be multi-directional. Need to create better local transportation options. Concept "A" makes the most sense - what would it cost? How do we convince people that work in Park City not to drive to SLC? What's the connectivity like in Salt Lake? Express bus must have dedicated lane so it doesn't get stuck in traffic or people won't use it. Make public transportation accessible in deep of winter.
- Very basic, cheap.
- Concept "A" = No
- I like concept "A" the best.
- Preferred option "A"
- I was not concerned with transportation issues of tonight's discussions. I felt Concept "A" was most preferable personally, as it had the least expansion. Conclusion: I am in denial that option "B, C, or D" are necessary or a good idea through the sensitive areas.
- Concept "A" - buses aren't going to get people off the road.
- Of the 4 scenarios A & C good
- Prefer concept "A" or "C"
- BRT is a 10 year solution; it is not a long term 40 year solution
- Like the idea of rapid bus or rail from SLC/airport to Park City

Concept B

- Not in favor of concept "B" - not in favor of aerial tram
- Concept "B" would be cheaper but solve the main problem but if you build it they will come.
- Concept "B & C" is my preference.
- Concept "B" = Makes little sense
- Concept "B" - this canyon needs transportation solutions but there are no hotels here.
- Concept "B" is the worst idea
- Don't want extra fast way from Sandy to Park City
- Aerial connection is too slow.
- Don't see a benefit of rail system up Little Cottonwood - if rail system is built, the model of Switzerland is good with low impact rail system
- Seems like bus rapid transit is a lot more reasonable for the traffic load. I don't understand the desire to go from the Cottonwoods over to Park City without skis on. Need a much better/more frequent bus service up the Cottonwoods to reduce cars.
- I like connecting Little and Big Cottonwood Canyons for emergency evacuations
- Not transportation to Guardsman Pass
- Park City should not connect to Big Cottonwood Canyon

- I am open to train connection between Alta and park City only if it gets used - convenient, low cost, reliable. And I don't see that happening. The cost and impact not justified by perceived benefit.
- Prefer not trans link between Park City and LLC
- Don't connect Park City side to Little Cottonwood & Big Cottonwood through Guardsman Pass

Concept C

- Concept "C"*****
- Concept "C" – most important – what type of terminal & where do you put it?
- Option C is great for Park City, but not for anyone else
- Concept "C" is the best option, since it will take the most people out of their cars. We must focus on the 50,000 trip a day up and down Parley's Canyon. Rail up Little Cottonwood will only reach 5,000 to 8,000 people.
- Train through the mountains doesn't make sense. Should be option "A or "C"
- Concept "C" rail to SLC would solve the biggest issue with the simplest solution
- C - Parley's Train - my choice
- I'm a fan of concept "C" **
- Concept "B & C" is my preference.
- Concept "C" = Yes, this concept makes the most sense serving the most people
- Option "C" is best - But BRT should be offered for Guardsman (no cars allowed)
- I like concept "3/C" combined
- Like "C" first - Design- build solar cars - wind power
- Option C train up Parley's to Park City. B) Light rail to Alta from Salt Lake C) Tram from Alta to Brighton to Park City
- Like the rail from the airport to Kimball Junction and then BRT into Park City. In 10 years BRT will be effective. BRT is much more effective than rail. BRT is much more scalable. In the shoulder season there would not be any people on the rail.
- Of the 4 scenarios A & C good
- There are so many versions, I think all 4 well thought out & planned would be great - Option "C" is my preferred choice
- Concept "C" 1st: park & rides. 2nd: busses. 3rd: designated parking. 4th: fees for cars
- Concept "C" seems most acceptable to not changing character of Park City as much.
- I like Concept "C" the best. No connection between Little Cottonwood Canyon and Park City.
- Concept "C" is also a bad idea
- Option "C" is the best - loop is way too far out, too much money. Need special lanes for busses
- Prefer concept "A" or "C"
- Park City to SLC Bus – *time it takes to get to train is a question*
- Like the idea of rapid bus or rail from SLC/airport to Park City
- Train through Parley's would be nice, but too, too, expensive

Concept D

- Concept "D"(six favorable responses)
- Concept "D": Yes, makes sense if you can afford it. If not concept "C" works best
- Concept D the Grand Loop, is my 40 year solution
- Concept C doesn't do enough for the Cottonwood Canyons and doesn't do enough for Kimball Junction. Option D, the Grand Loop, treats everyone fairly.
- Grand loop would be an attraction
- Park City should not connect to Big Cottonwood Canyon
- The train loop sounds like a good idea
- "D" is too accessible. Do we need to overrun the back country?
- Concept "D" is the best option
- D - Great circle train - light rail from Park City to airport we need it.
- Don't want extra fast way from Sandy to Park City
- Concept "D" is the inevitable future. Why not then create the vision that will create and preserve the natural settings. Small town/sense of community will only survive however if no connection is made on Wasatch Back with Little Cottonwood and Park City.....really, moving into the future will destroy our core values
- Park City to SLC Bus – *time it takes to get to train is a question*
- We've all heard the expression " location, location, location" - The entire evening's topic all points to "TRANSPORTATION, TRANSPORTATION, TRANSPORTATION Option 4 was probably the best long-term plan.
- I love the Grand Circle best. If we decide we can't afford all, I think rail from SLC to Park City is the most feasible because there need be few stops along the 80. Rail up LCC makes less sense if it isn't continuing to Park City
- Of the four options I like "D", it's clean, seems very efficient and as I heard Mark Fisher mention, it will treat all destinations and canyons fairly. Probably cost the most but planning ahead and working out the possible financing with all partners as early as is being discussed now is a good head start. Understand the planning for the far future although can we discuss some nearer/shorter term traffic solutions that commuters can benefit from sooner than later ... bus routes and times, 224 congestion at end of day? Thanks for inviting and asking for opinions!
- Concept "D" seemed to open the possibility of huge development in the Wasatch Back/Midway.
- Concept "D" is concerning to me because of the opening up of developable property in our back door.
- Don't need a full circle rail system (concept "D") Don't want Park City to be a big train center.
- It will take 90 minutes each side of the loop for the rail.
- Like the idea of rapid bus or rail from SLC/airport to Park City
- Don't see a benefit of rail system up Little Cottonwood - if rail system is built, the model of Switzerland is good with low impact rail system
- Seems like bus rapid transit is a lot more reasonable for the traffic load. I don't understand the desire to go from the Cottonwoods over to Park City without skis on. Need a much better/more frequent bus service up the Cottonwoods to reduce cars.
- I like connecting Little and Big Cottonwood Canyons for emergency evacuations

- No transportation to Guardsman Pass
- Train through Parley's would be nice, but too, too, expensive
- I do not want to see a complete connected loop (potentially down the road) create larger impact on environment
- I am open to train connection between Alta and park City only if it gets used - convenient, low cost, reliable. And I don't see that happening. The cost and impact not justified by perceived benefit.
- Prefer not trans link between Park City and LLC
- Don't connect Park City side to Little Cottonwood & Big Cottonwood through Guardsman Pass
- Railway through Cottonwood Canyons too much - keep natural, bus, less transport