



**U.S. Department of Transportation
Federal Transit Administration**

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Project Proposal for Fiscal Year 2009 Funds – Planning Project**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): The <i>Wasatch Canyons Project</i> , for Salt Lake County General Plan Update			
Proposed Funding Recipient: Salt Lake County			
Public land unit(s) involved: Wasatch Cache National Forest		<u>Location of Project</u> <u>City:</u> Salt Lake City, Sandy City, City of Holladay, Alta, Cottonwood Heights <u>County:</u> Salt Lake County <u>State:</u> Utah <u>Congressional District:</u> 2	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service <input type="checkbox"/> Other (e.g. Federal Trust) Describe:		Type of Planning Project: (Implementation projects, please use the alternate form) <input checked="" type="checkbox"/> Planning	
<input checked="" type="checkbox"/> Proposal is to plan for a possible new alternative transportation system where none currently exists. <input checked="" type="checkbox"/> Proposal is to plan for a possible expansion or enhancement of an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2009 \$150,000		Total Cost of Planning Project at Completion (All sources) \$325,000	
Were you awarded Transit in Parks Program funds for this project in the past? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional Transit in Parks Program funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future Transit in Parks Program fiscal year funds you must reapply).			
If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:			
FY 2010 \$ TBD	FY 2011 \$	FY 2012 \$	
FY 2009 Funding Amounts from sources other than Transit in Parks Program funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$50,000	Local \$100,000	Federal (other than Transit in Parks Program) \$0	Private sources \$25,000

CONTACT PERSON

Name: Ann Ober

Phone: 801-468-3018

Position: Salt Lake County Mayor's Environmental Coordinator

E-mail: AOber@slco.org

Address: Salt Lake County
2001 South State Street, Suite N-2100
Salt Lake City, Utah 84190-1020**OTHER PROJECT SPONSORS (in addition to funding recipient)****Salt Lake City Corporation (Public Utilities)**
State of Utah (GOPB & Utah Department of Transportation)
Utah Transit Authority
Wasatch-CacheNational Forest (Salt Lake Ranger District)
Envision Utah**REQUIREMENTS**

- If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the Federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- The project is consistent with the metropolitan and statewide planning process.
- The project is consistent with agency plans.
- The planning project will analyze all reasonable alternatives, including a non-construction option.

BASIC PROJECT DATA

Number of Visitors (Annual): 11,000,000 for Tri-Canyons, MCC, BCC & LCC

Daily Number of Visitors (Peak season): 57,330

Average Number of Vehicles per Day at Peak Visitation: 19,110

Current Road Level of Service at Peak Visitation:
(Please consult guidance where available on determining this variable. You may use observational accounts or pictures to provide an assessment of this datum for FY 2009 proposals).

What time of the year does your land unit experience Peak Visitation?

 Spring Summer Fall Winter

Current Carrying Capacity of Existing Roads: (vehicles/day)

What percent of that capacity is the site operating at during peak periods? %

Current parking shortages during peak visitation: Extreme spillover from trailheads and ski resorts in the winter peak season.

Current Number of Persons who use the alternative transportation system (if one already exists) at peak visitation:

(average number of visitors/daily at peak)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: (anticipated number of riders or users/annually)

Average number of auto collisions with wildlife in the area? collisions/year

Executive Summary – Wasatch Canyons Project (one page)

Salt Lake County and Salt Lake City Corporation have contracted services with Envision Utah, a 501(c)(3) that is focused on quality growth, scenarios development, public process and environmental sustainability issues, to conduct the **Wasatch Canyons Project**, a public process that will result in an updated general long-range plan for the seven major Wasatch Mountain Canyons. The Wasatch-Cache National Forest Service (Salt Lake Ranger District), Utah Transit Authority and Utah Department of Transportation (State of Utah) are collaborating stakeholders and partners on this 18-month process that will positively affect over one million residents that live along the Wasatch Front and international visitors.

The objective of the **Wasatch Canyons Project** is to create a broadly supported vision and statement of guiding principles for the future of the Wasatch Canyons: City Creek, Red Butte, Emigration, Parley's, Millcreek, Big Cottonwood and Little Cottonwood. The emphasis of the vision will be on resolving controversial issues: growth impacts, especially transportation systems in the canyons and surrounding urban neighborhoods; developing an implementation strategy for long term mitigation; and best practices. The vision will form the basis for a revision of the Salt Lake County Wasatch Canyons Master Plan (adopted in 1989), to be conducted by Salt Lake County. This plan is now 20 years old and in need of revision due to population growth, increased tourism, traffic and recreation in the canyons, and the critical need for watershed protection. The products of the process will be:

- **Final Report:** *The major components of the final report will be a vision map, transportation issues and resolutions, and resulting guiding principles for the Canyons' future.*
- **Toolbox:** *A best practices toolbox will be developed with the ideas that come out of the process. The toolbox will demonstrate how the ideas could be implemented throughout the study area.*
- **Website:** *A website hosting information about the Wasatch Canyons' recreational opportunities and transportation options, as well as past, present and future studies, that are beneficial to the public.*

Through the **Wasatch Canyons Project**, Salt Lake County will update best practices for the following categories: watershed management, land use and landscaping ordinances, potable water delivery, air pollution mitigation through better transportation choices and recreational permitting on Forest Service and County lands. This sense of ownership in the final plan by all Salt Lake County residents will create renewed positive stewardship for the Wasatch Canyons.

THE WASATCH CANYONS PROJECT EXECUTIVE COMMITTEE

Mike Allegra, Assistant Director, UTA
Laura Briefer, Dept. Public Utilities, SLC
Gabe Epperson Plan.Dir., Envision Utah
Cathy Kahlow, Dist. Ranger, U.S. Forest Service
Alan Matheson, ED, Envision Utah
Ben McAdams, Salt Lake City, Mayor's Office

Mike Mower, Plan. Coord., Governor's Office
Ann Ober, Salt Lake County
Amanda Smith, Governor's Office
John Thomas, Dir. Transportation Planning, UDOT
Curtis Woodward, Planner, SLCo. Planning

Project Description (one page)

The proposed grant from the Paul S. Sarbanes Transit in Parks Program 2009 will assist funding the major transportation planning element in this study of future transportation capacity for each of the seven Wasatch Canyons located within Salt Lake County and Salt Lake City. These canyons contain three designated wilderness areas and four major ski resorts. As the population of Salt Lake County/City grows and the ski areas seek to expand, transportation mitigation is of primary importance now and for the future.

A well planned alternative to private automobile use for canyons' access and egress needs to be defined. Each canyon has moderately workable solutions currently. There is public transportation (bus service) into Big and Little Cottonwood Canyons during the winter only, for example, but the current plan will not be satisfactory for the future. There are insufficient parking areas for cars awaiting public transportation into the Cottonwood Canyons, and avalanche mitigation in the winter results in private cars parking in the neighborhoods and jamming major arterials waiting to access the canyons' ski resorts. Parley's Canyon, in which I-80 is major east-west artery, does not have public transportation to the Park City area ski resorts which are located on the north and east slopes of the Wasatch Mountains. This is an option that should be of primary discussion.

In its 2006 study of the Tri-Canyon area (Millcreek, Big and Little Cottonwood Canyons), the Transportation Assistance Group¹ (TAG) report stated that: "Whereas broad program level direction for management of the land and its resources is provided by the WCNF Forest Plan, it is not a suitable vehicle for establishing a strategic transportation vision in cooperation with the necessary stakeholders. A collaborative effort among the Forest Service and its partners will be key in determining the future of transportation in the Tri-Canyons. The future rests as much with those who provide transportation facilities and services (UDOT and UTA) as those who influence development (residents, forest users, land managers, ski areas, and local government jurisdictions, i.e., Salt Lake County and canyon towns, as well as the Salt Lake City Department of Public Utilities)."

The *Wasatch Canyons Project* is the result of the need for these stakeholders to develop a long-range strategic plan. This project looks to the public, in a process directed by the project's steering committee, for strategy and implementation of the resulting plan. As in many projects affecting public land use and transportation planning, Salt Lake County and others have contracted the services of Envision Utah to organize and facilitate the public process. When the public participates, particularly in a process of this major scope and diverse opinion, all parties are invited to come together to define the common good.

The 2006 report continues, "Given that most visitors to the Tri-Canyons travel from the greater Salt Lake metropolitan area, alternative transportation initiatives most likely will entail complementary improvements outside of the Tri-Canyons, on the part of state or local transportation agencies, as well as those within the canyons. Given the complex institutional context for transportation planning in the Tri-Canyons, no one organization has the necessary authority or span of control to set a strategic vision with any certainty. The strength of the vision will depend on 'buy in' by all who have jurisdiction over and/or a stake in improved transportation-related systems, facilities, and services that are sustainable, environmentally sound and promote wise land use decisions."

Objectives of this project are to create a broadly supported vision and statement of guiding principles for the future of the Wasatch Canyons within Salt Lake County, with an emphasis on resolving controversial issues, growth impacts, implementation strategy, best practices, and tools. Key transportation options, positive visitor experiences, long-term canyon use to ensure land and water protection will all be mapped in scenarios of which the public will create a desirable long-range plan to ensure the value of our treasured canyons into the future.

¹ The TAG was comprised of representatives of FTA, FHWA, US DOT and the US Forest Service

Alternative Transportation in the Parks and Public Lands **Planning Evaluation Criteria** (eight pages)

1. Demonstration of Need

In 2006, the Salt Lake Ranger District of the Wasatch-Cache National Forest (WCNF) and Transportation Assistance Group (TAG) conducted a transportation infrastructure and operating systems study of the Tri-Canyon (Millcreek-MCC, Big Cottonwood-BCC, and Little Cottonwood-LCC) on behalf of the U.S. Forest Service and local stakeholders. This field investigation assessed the transportation facilities and identified ways to improve the system; it was funded via the Alternative Transportation in Parks and Public Lands program as promulgated in SAFETEA-LU.

The study identifies potential intensification of land uses in the aforementioned Tri-Canyons area that would increase overall public demand and impact the existing transportation infrastructure and system operations. That assumption has proven true. The Canyons along the Wasatch Front are experiencing increased usage due to population growth and visitor impacts. Winter use is the season of highest public use as there are four major ski resorts in Big and Little Cottonwood Canyons. Transportation issues identified in the study included:

- High traffic and congestion: Parking capacity is capped within the Tri-Canyons, and overflow parking along roadways is common during peak season and special events. The WCNF Revised Forest Plan (2003) states that parking capacities will not exceed 2000 levels except for transit facilitation or watershed protection purposes. Parking at the ski resorts is free, generally uncontrolled and on a first-come first-served basis. Parking (formal and informal) both in and at the mouth of the canyons is often filled, and shuttle seats from the park-n-ride are at a premium during demand peaks. However, outlying park-n-ride areas often have parking space available even at peak demand, and also offer a better chance to secure a seat on the shuttle into the canyons.

- Steep, narrow, dead-end roads
- Peak weekend use (Friday-Sunday)
- Growing bicycle use with no bike lanes
- No summer alternative transportation for visitors: Increased transit use in the canyons is considered essential by the Forest Service and many other stakeholders. The WCNF Revised Forest Plan (2003) envisions increased transit usage as a means to reduce highway traffic congestion, and supports year-round transit service to both traditional and other popular destinations.

- Avalanche threat and heavy snow removal challenges: Avalanches pose a safety threat to all vehicular traffic, especially in Little Cottonwood, resulting in several road closures each year. According to the Avalanche Hazard Index methodology, Little Cottonwood Canyon is one of the highest-risk roads in North America. Other than shielding the road via snow sheds or relocating the roadway outside of the avalanche zone (a dubious possibility given that the road abuts a wilderness area and riparian habitat), minimizing risks to the public requires reducing traffic density when the hazard index is high; i.e., restricting road use to buses or metering traffic flow to avoid bumper to bumper flow at slow speeds. Real time traveler information, emergency response and incident management capabilities are also important considerations in these regards.

- Road shoulder parking with associated safety, resource damage, visual quality issues

Analysis of the transportation and visitor needs of the Tri-Canyon area referred to potential opportunities for seeking ATPPL funding for planning assistance, which is what this proposal requests through the Paul S. Sarbanes Transit in Parks Program.

Protection and long-term preservation of the environmentally sensitive Wasatch Canyons, urban and community green space is of paramount importance as this is the key watershed for one million people in the greater Salt Lake Valley. This discussion will be a primary point in all public presentation

for the **Wasatch Canyon Project**. Protection of the watershed and the long-term health of forest environment is essential. Throughout the public workshops and in the final report the protection of the watershed will be detailed.

Growth in regional population along the Wasatch Front is likely to continue. Recreational areas can accommodate additional usage, and corresponding development plans exist – recognizing that road, parking, and transit capacities in BCC and LCC are over-subscribed during the peak ski season, at times during the summer and during the peak colors of fall. Alternative transportation is viewed as essential to accommodating current and future recreational activity given critical safety and watershed protection constraints.

The following studies will be utilized for mapping, educational background and scenarios development for the **Wasatch Canyons Project**:

General Resources

- Water Resources Inventory in Big and Little Cottonwood Canyon 1983
- Salt Lake County's Wasatch Canyons Master Plan, September 1989
- The 93-94 Utah Skier Report
- Salt Lake City Watershed Management Plan - 1999
- Proposed Forest Plan Wasatch Cache National Forest and Draft EIS Wasatch Cache National Forest 2001
- The Wasatch-Cache Revised Forest Plan, completed in 2003
- Backcountry Program Watershed Report 2003
- PacifiCorp Vegetation Maintenance in Power Line Rights of Way Environmental Assessment 2005
- Transportation Observations, Considerations and Recommendations for the Tri-Canyons Area of the Salt Lake Ranger District Wasatch-Cache National Forest (December 2006)
Tri-Canyons: Millcreek, Big Cottonwood, Little Cottonwood Canyons
- A Study of Attitudes about the Salt Lake County Watershed 2007
- Scenic Byways Planning Document, Fehr & Peers, 2008
- Salt Lake Countywide Water Quality Stewardship Plan 2009
- Winter Highway Safety and Operation Plan Cottonwood Canyons and Wasatch National Forest
- FCOZ Ordinances

Emigration Canyon

- Emigration General Plan 1999
- Emigration Canyons Trails Master Plan 2005

Little Cottonwood Canyon

- Forest Management Plan for the Alta Ski Area 1994
- SOC Comments/response to draft EIS for Snowbird Master Development Plan 1998
- Little Cottonwood Canyon SR-210 Transportation Study
- Little Cottonwood Creek Stream Survey Report 2001
- Alta Master Plan Development Plan Revision 2003
- Snowbird Ski and Summer Resort Base Area Master Plan Update and Revision 2003
- Alta General Plan 2005
- Final EIS for the Snowbird Master Development Plan
- Ecological Characteristics and Functional Evaluation of Subalpine and lower mountain wetlands in the Albion Basin region of Utah

Big Cottonwood Canyon

- Brighton Ski Area EIS Final Master Development Plan Update 1999
- Big Cottonwood Creek Stream Survey Report 2000

- Final Environmental Impact Statement Solitude Mountain Resort Master Development Plan Update 2001
- Solitude Final EIS 2001 and Record of Decision 2002
- Big Cottonwood Creek Guide - A Handbook for Riparian & Aquatic Enhancement Salt Lake County Public Works and Engineering Divisions Brighton Basin Wetlands Advanced Identification Study

2. Methodology for Assessing - Visitor Mobility & Experience as Benefits of Project

The objective of the *Wasatch Canyons Project* is to create a broadly supported vision and statement of guiding principles for the future of the seven Wasatch canyons. The emphasis of the vision will be on resolving controversial issues, dealing with growth impacts, developing an implementation strategy and best practices. The vision will form the basis for a revision of the Salt Lake County Wasatch Canyons Master Plan (adopted in 1989), to be conducted by Salt Lake County. The State of Utah, Salt Lake County and Salt Lake City will jointly sponsor this process, with the County taking the lead. The process will take approximately 18-months, kicking off in the spring of 2009.

Steering Committee:

Working with the Governor’s, County Mayor’s and Salt Lake City Mayor’s offices, Envision Utah will compile a list of key community leaders and stakeholders to serve as the project steering committee. This group will oversee the execution of the scope of work and will make key decisions as to how the process is undertaken. The steering committee will be composed of key interests, including elected officials, state agencies, private landowners and lessees, UDOT, UTA, conservation organizations, U.S. Forest Service, ski resorts, outdoor industry, user groups, water providers, economic development professionals, public safety officials, chambers of commerce, utilities, hospitality industry, developers, and interested citizens. The steering committee will likely meet 5-6 times over this project’s life cycle.

In addition to the *Wasatch Canyons Project* Executive Committee listed in the Executive Summary above, the following organizations and their representatives will form the project’s steering committee. The steering committee not only guides the project, but is important to the public participation and outcome of the final product. All of the groups below will be the beneficiaries of the toolbox and final project report. The general public will be updated on the project website, with the final report online accessible to all.

THE WASATCH CANYONS PROJECT STEERING COMMITTEE

Chris McCandless, City Councilman, Sandy	Cathy Kahlow, District Ranger, USFS
Kelvyn Cullimore, Mayor, Cottonwood Heights	Scott Beck, President, Salt Lake Visitors Bureau
Dennis Webb, Mayor, Holladay	Nathan Rafferty, Director, Ski Utah
Mike Hanson, Chair, Granite Com. Council	Margo Provost, Owner, Log Haven
Tom Pollard, Mayor, Town of Alta	Jeff Niermeyer, Director, SLC Public Utilities
Curtis Woodward, Long-range Planning, SLCo	Laura Briefer, Special Projects, SLC Pub. Util
Ann Ober, Envmtl Advisor to SLCo Mayor	Ben McAdams, Advisor, SLC Mayor's Office
Brent Atkinson, Lt. Special Ops., Salt Lake County Sheriff's Office	Amanda Smith, Envmtl Advisor to Governor
Judy Zachary, Board, Wasatch Mountain Club	Mike Mower, Plan. Coord., Governor's Office
Mark Clemens, Representative, Sierra Club	Brian Bennion, Dep.Dir., SL Valley Health Dept
Tom Clyde, Chair, IMBA	Barbara Cameron, Chair, Big Cottonwood Comm. Council
Carl Fisher, Director, Save Our Canyons	Peter Metcalf, Pres., Outdoor Retailers Assoc.
John Thomas, Planning Director, UDOT	Jason Mathis, ED, SL Downtown Alliance
Mike Allegra, Asst. Gen. Manager, UTA	
Gregory Lee, Director, Red Butte Garden	

Dana Williams, Mayor, Park City
Chris Robinson, Co. Council, Summit County
Mike Wilson, General Manager, Metro Water
Pat Jones, Democrat, State Senate
Wayne Niederhauser, Republican, State
Senate
Trisha Beck, Democrat, State House

Greg Hughes, Republican, State House
Rolayne Fairclough, PR Dir., AAA of Utah
Ted Wilson, ED, Utah Rivers Council
Pat Shea, Attorney, Former BLM Dir.
Paul Dremann, ED, Trout Unlimited
Wendy Fisher, ED, Utah Open Lands

Scoping and Background Analysis Including Visitor Experiences and Transportation Issues:

The first early task for the steering committee will be to establish the overall goals for the vision process – a set of guiding principles that will form the basis for the scope

The process will develop through the following steps:

1. Lay the groundwork in individual meetings with elected officials and key stakeholders.
2. Review existing research, laws, and agreements regarding critical canyon issues.
3. Hold a kickoff event with Governor Huntsman, Mayor Corroon and Mayor Becker to highlight the importance of the canyons in our region and to motivate public interest.
4. Organize a steering committee of respected leaders and key stakeholders and a technical advisory committee composed of experts who can provide sound scientific and technical analysis and advice to the steering committee.
5. Conduct a public relations/education campaign to educate the public about canyon issues and stimulate informed participation in the project.
6. Facilitate a public involvement process to determine which elements of the canyons the public values most and to explore the desired future condition of the canyons. Issues addressed will include watershed management, transportation (including reduced traffic congestion), land use (including visitor mobility, accessibility and safety), recreation (including visitor education, recreation and health benefits).
7. Develop preliminary recommendations for plan elements, guiding principles and implementation strategies based on public input and technical analysis.
8. Conduct a subsequent public process to gauge public support for the recommendations and implementation strategies.
9. Prepare, print and distribute a report outlining the process, public vision, guiding principles, and favored strategies.

Public Involvement and Public Relations Campaign:

An important goal of the *Wasatch Canyons Project* is to educate the public concerning key canyon issues and to encourage their *informed* participation in addressing those issues. Working with the steering committee and local media outlets, Salt Lake County through Envision Utah as facilitator will seek to make residents aware of the visioning process and to encourage their involvement through workshops or an on-line survey.

To develop media support for the process, Envision Utah staff and key stakeholders will meet with local editorial boards prior to a press conference and/or public kick-off meeting. Both a press conference and a kick-off event would educate the public on the issues to be addressed by the process and why it is important to undertake this effort. Ideally, Governor Huntsman, Mayor Corroon and Mayor Becker will participate, if their schedules allow. We would also hope to include references to the importance of the *Canyons* project in the Governor's "State of the State" address and annual Mayoral County/City speeches.

Envision Utah staff will approach local radio, TV and newspaper reporters to explore newspaper articles as well as feature stories. Media advisories and press releases will be submitted throughout the public process. Envision Utah staff will also draft text for guest editorials and submit these to newspapers.

Envision Utah staff will meet with the municipalities affected by this effort to answer the questions of elected officials and planning staff and to seek their support for the process. Project sponsors will encourage the mayors of these municipalities to educate their residents through newsletters, websites and personalized invitation letters. Envision Utah will draft invitation text. Working through the steering committee, Envision Utah staff seeks to broaden the outreach efforts by providing presentations to environmental groups, chambers of commerce, ski lodges, transportation entities, schools, and others. Steering committee members will be asked to inform their associations, peers and others through newsletters, e-mail, presentations, etc.

Budget permitting, Envision Utah will seek to place newspaper and radio advertisements to encourage workshop and open house attendance as well as on-line survey involvement. A press conference and/or educational forum will highlight the report's findings and recommendations. Following the workshops and open houses, many of these same strategies will be used to garner support for the vision and its implementation.

Public Workshops:

The *Wasatch Canyons Project* will organize and facilitate approximately 4-5 public workshops at prominent, easy-to-find locations, such as high schools, community centers, resort conference rooms or other public facilities spread across the region that can hold several hundred people.

The workshops will be structured to challenge residents to think about how they would apply their priorities given real tradeoffs. First, the participants will be given a presentation of planning and management issues, with accompanying survey questions administered through keypad polling. The workshop attendees will then work in groups on a mapping exercise to decide priority areas for protection, public access, and for recreational amenities. Residents may also explore transportation networks and new parks or other amenities. These mapping exercises are designed to educate the public, help them brainstorm solutions and prioritize their values. Information gained from the exercises will inform subsequent professional analysis.

Those residents and stakeholders who miss the workshop will be able to participate online through an interactive and educational survey.

Open Houses:

A second round of public open houses will be held to discuss the ideas generated from the public workshops and gauge public support for initial recommendations and guiding principles prior to concluding the visioning process. Interactive keypad polling would be used at the open houses to gauge reaction to planning strategies in real time; participants will be able to anonymously vote on survey questions.

3. Methodology for Assessing - Environmental Benefits of Project

Environmental Analysis and Benefits

Technical Advisory Committee:

The *Wasatch Canyons Project* will enlist the expertise of a Technical Advisory Committee (TAC)

to include planning and resource management professionals who will provide specific support in key areas such as:

- water quality and watershed management
- transportation & access management
- recreation and amenities
- land use policies

The TAC will analyze issues and make recommendations to Envision Utah and the steering committee. They will also “ground truth” the final recommendations ensuring that they are plausible and technically sound. The TAC will need to meet once before the baseline analysis is presented to the steering committee, once before the public workshops are held and several times during the drafting of the recommendations and final document.

Baseline Analysis: Envision Utah will identify baseline conditions of the seven Wasatch Canyons during both the winter and summer seasons. Following a thorough site field trip the following baseline data will be compiled and analyzed:

1. Project study area and boundaries
2. Land ownership and opportunities for multi-jurisdictional cooperation.
3. Transportation and land uses – gathered from the Town of Alta, Salt Lake County, Salt Lake City, adjacent cities, and the Wasatch-Cache National Forest. Land use will include recreational, natural resource, resort, and residential uses.
4. Existing visitor information services.
5. Relevant laws, policies, and agreements.

The baseline analysis will be presented at the second steering committee meeting and will include a narrative of baseline conditions portrayed with maps and charts.

Issue Identification and Stakeholder Meetings: In addition to research and review of past studies and plans, Envision Utah will facilitate stakeholder meetings to identify issues to include in the public visioning process. This will occur through a combination of steering committee meetings and meetings with individual interest groups. Categories of likely issues could include:

1. Watershed protection and water quality
2. Transportation
3. Recreation and public access
4. Natural resource management
5. Land use regulations
6. Public safety and hazards

Stakeholder meetings will help identify and refine public survey questions and workshop materials and activities for the public involvement and PR phase. The issue identification phase could include two steering committee meetings and take 2-3 months.

4. Methodology for Assessing - Operational Efficiency and Financial Sustainability

Final Report: The major components of the final report will be a vision map and guiding principles with recommendations for implementation of improvement in each study area of which transportation alternatives are paramount. The document will provide an overview of the planning process and details of public preferences. The “principles” will be broad and flexible policy statements that can be used as a framework for implementation by the *Wasatch Canyons Project* partners and stakeholders. The document will include an action plan of recommended steps to move the vision toward implementation. The approach to the document will be to include photos and illustrations, as well as explanatory text, to clarify the ideas and principles that are included.

The *Wasatch Canyons Project* final report will incorporate transportation issues identified as myriad and significant. Recommended planning priorities from the aforementioned report, *Transportation Observations, Considerations and Recommendations for the Tri-Canyons Area of the Salt Lake Ranger District Wasatch-Cache National Forest (December 2006)*, for Millcreek, Big Cottonwood, Little Cottonwood Canyons included:

1. Develop a strategic, long-range, Tri-Canyons transportation planning activity, based on cooperative, collaborative and continuing planning efforts, ultimately leading to the development of an overall visitor safety, access and recreational mobility management

strategy; fostering a basis for alternative transportation project initiatives for areas such as Albion Basin and Millcreek Canyon.

2. Exploration of near-term opportunities to enhance and/or improve the effectiveness of transit service and inter-modal connections to Big and Little Cottonwood Canyons.

Toolbox: The *Wasatch Canyons Project* vision will include a best practices toolbox that takes the ideas that come out of the process and demonstrates how they can be implemented throughout the study area.

Website: A website hosting information about the Wasatch Canyons' recreational opportunities, visitor information and transportation alternatives will be beneficial to the public. The project website should include a one-stop set of data that brings all of the existing plans and studies together into a cohesive and organized whole.

Operational efficiency, financial feasibility and cost effectiveness will all be detailed in the **Final Report**. Recommendations will be adopted by members of the partnership for implementation.

The Wasatch Canyons Project Financial Partners and Budget:

Salt Lake County	\$50,000
Wasatch-Cache National Forest	
Salt Lake City Corporation	\$50,000
Envision Utah	\$10,000
Utah Transit Authority	TBD
Utah Department of Transportation (State of Utah)	\$50,000