



## LITTLE COTTONWOOD TRANSPORTATION STUDY

### BCCA COMMENTS ON THE LCC-EIS STUDY OPTIONS

#### GENERAL COMMENTS

- 1. Include Big Cottonwood Canyon in Transportation Planning.** It's critical that the impact to Big Cottonwood be considered in an inclusive canyon transportation plan (tolling, for example).
- 2. Provide Year-round Bus Service.** Year-round bus service is essential in the short-term for both canyons no matter what UDOT option is chosen. Safety and comfort would dictate that all passengers be seated.
- 3. Trailhead Connectivity.** All UDOT options should provide for trailhead connectivity.
- 4. No Road Widening.** Road widening would not be needed in the canyon. More pavement would bring more vehicles.
- 5. Other Options.** Were other options considered? For decades the public has heard about trains, monorails, and tunnels. The results of those study options should at least be presented to satisfy public interest and public review of the accuracy of those studies.

#### THE GONDOLA OPTION

A majority of BCCA members support the Gondola Option as the most practical environmental and safety option for Little Cottonwood Canyon. Reasons for support include:

- 1. Better for the Environment.** Gondolas rely on efficient technology with reduced fossil-fuel requirements to help protect watershed, forest, and air quality. Like any cable system, the Gondola system does not need access roads to the towers.
- 2. Better Safety.** Riders will avoid stressful, crowded, high-risk canyon roads year-round. A Gondola system connecting the canyons would provide an emergency egress, which is a critical need in Little Cottonwood.
- 3. Lower Costs.** There would be significant reductions in transportation operating costs with a Gondola System. These systems have reliable performance records worldwide.
- 4. Better Reliability.** Gondolas are not subject to slow traffic, road closures, accidents, or slide-offs. Riders will have a predictable travel time frame.
- 5. Better Quality of Travel.** Gondolas could provide a more enjoyable travel experience, avoiding noise and polluted air. All of the UDOT options should require passengers to be seated. A Gondola system will reduce the need for high-pollution buses, which are obstacles to quality of life and travel for everyone in the canyon corridor.

## THE BUS OPTION

Some BCCA members support the Bus Option because it could address traffic problems more quickly. Other reasons for support include:

- 1. Good Trailhead Connectivity.** The Bus option would be able to connect to trailheads and address the growth in year-round recreation outside of the ski resorts.
- 2. Create Incentives for Riding the Bus.**
  - A key goal is to reduce vehicles on the road by at least 30% using incentives that will encourage people to take the bus, such as:
    - Provide free bus service.
    - Implement a tolling system for cars that would encourage people to take the bus.
    - Eliminate roadside parking in the canyon.
    - Maintain bus stops year around at key backcountry trailheads.
    - Find ways to give buses traffic priority.
- 3. No Road Changes are Needed.** More pavement encourages more traffic. The Bus Option is scalable for future growth because buses can gradually be added. However snow sheds in Little Cottonwood would be needed for safety.
- 4. Cost of Bus Service.** The higher ongoing maintenance costs incurred by bus service could be partly offset by implementing a tolling system for private vehicles.

## UDOT REPAVING PROJECT

This project will renovate S.R. 190 from milepost 8 to the Brighton Ski Resort and Guardsman Pass Rd from its junction with Hwy 190 up to the winter gate. Construction will continue through the summer.

- Residents, businesses, and commuters can expect one-way traffic restrictions, construction equipment in the area, and an increase in noise, dust, and vibration.
- Construction is scheduled to take place each week Monday through Thursday during daylight hours.
- **Pedestrians and Cyclists will be restricted during daylight hours Monday through Thursday** at various points between milepost 8 and the Brighton Ski Resort. These restricted access points will vary daily throughout the project.
- There will be no restrictions for pedestrians and cyclists Friday through Sunday.

If you have questions, send an email to [cottonwoodcanyons@utah.gov](mailto:cottonwoodcanyons@utah.gov) in the Address Line, and “BCC Paving” in the Subject line. Or call Amalia Desilis-Andrews at 801.699.5967.

To stay up to date on these projects please visit the UDOT Cottonwood Canyons Website at:

<https://cottonwoodcanyons.udot.utah.gov/summer-construction/>



### Questions From the Field

1. Would it be possible to have the MSD Planning Department provide construction plans for every construction project in the canyon? Water Companies especially will benefit by knowing what particular water connections are planned.
2. When will the Town Council make a decision on a dog leash ordinance?
3. Where could we put a canyon school?

## NEW MASKS IN TOWN

Carolyn Fushimi is back in town to sew up more masks for the entire community. Pick them up at Silver Fork's Covered Mailbox or at the Sewer District Office above the Brighton Store. They will be out in front during office hours (9-5), so you don't even have to go inside. BCCA is asking for a donation of \$1/mask to help cover the cost of materials for Carolyn. These masks are washable, attractive, and 5 times safer than no mask.

## SALT LAKE COUNTY COVID DASHBOARD

Track the latest Covid-19 data on Salt Lake County's Dashboard: <https://slco.org/health/COVID-19/data/>

Here is a list of the Covid-19 Testing sites:  
<https://coronavirus.utah.gov/testing-locations/>



## BRIGHTON HISTORY LIBRARY



Brighton Institute's History Committee is calling for historical materials related to Big Cottonwood Canyon. The committee will catalogue, archive and store originals, copies, photos, maps, etc. The History Library is located in the Town Offices, and some (not all) material will be available for check-out. A copy machine will be available for items that can't be checked out. Please text Jolene Despain (435.714.2121), Brooke Derr (801.756.3969), or Kara John, our Town Clerk (801.879.7070) for drop-off information.

## ROCKY MOUNTAIN POWER WILDFIRE CREW



The Wildfire Crews from Rocky Mountain Power will be cutting trees in the canyon beginning July 14, 2020. They'll start at the Stairs Station and move up-canyon over several weeks. Team Captains have already marked the trees to be cut. One orange dot on the trunk means that it will only be trimmed. Two orange dots on the trunk mean that it will be cut down entirely. The project is an effort to prevent wildfire from trees falling on power lines. Questions/concerns call Elena Dunckel at (385) 315-1038.

## UPCOMING EVENTS

**Wasatch 100 Race** ▪ September 11-12, 2020 ▪ Schedule uncertain ▪ Check the website at:  
<https://wasatch100.com/>

**Revel Big Cottonwood Marathon** ▪ September 12, 2020 ▪ Schedule uncertain. ▪ Check the website:  
<https://www.runrevel.com/bcm>

# CHIPPER DAYS AHEAD ▪ BUILD A DEFENSIBLE SPACE

Summer Chipper Days ▪ July 19

Autumn Chipper Days ▪ September 8

**Why Chipper Days?** It's all about Defensible Space! That's the area around a cabin where vegetation is managed to slow the spread of wildfire. This **free** chipping service helps homeowners create their own safe spaces.

**Sign Up.** Contact [BarbaraCameron@hotmail.com](mailto:BarbaraCameron@hotmail.com) with your cabin address, number of hours spent, and note if you want your chips piled or scattered. Branches should be stacked with big ends at road/driveway, little ends to back. No branches bigger than 6" in diameter.

