

## **APPENDIX E**

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### **Scoping Comments**



## Appendix E: Scoping Comments

This appendix includes public and agency comments regarding the scope of the Little Cottonwood Canyons EIS that UDOT received during the period from March 5 to June 14, 2019. The table that follows this page lists the names of people who submitted comments in alphabetical order (last name, first name), the number assigned to their comment(s), and the method they used to submit their comment(s). Comments are presented in the following order: (1) table of comments received by email and on the project website; (2) comment forms received at the April 9, 2019, open house and by mail; (3) letters and emails received by tribes, agencies, and individuals; and (4) comments received after the initial scoping period and prior to the recent scoping period. Please note, map comments are included in the comment table, but are not in the comment index.



## **APPENDIX E - Scoping Comments**

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### **Commenter Index List**



Last Name	First Name	Comment Number	Comment Source
Abplanalp	Leslie	611, 841	Website, Pre-scoping
Achelis	Steve	1008	Website
Adams	Zackary	610	Website
Adler	Frederick	1015	Website
Aerts	Sally	1192	Website
Albertson	Susie	1247	Website
Albertson	Orry	1266	Website
Albertson	Lee	1268	Website
Albertson	Robert	568	Website
Alibegovic	Emina	1148	Website
Allegra	Mike	732	Pre-scoping
Allen	Susan	645	Website
Allen	Mark	765, 777	Pre-scoping
Alling	Danielle	1080	Website
Allmaras	Jakob	105	Website
Ambrose	Caitlin	1096	Website
Anderson	Kelli	671, 862, 1245	Website
Anderson	Davis	494	Website
Anderson	Ashley	550	Website
Anderson	Mary Ann	716	Open House Comment Form
Anderson	Jeff	818	Pre-scoping
Anderson	Scott L.	120	Email
Anderton	Katie	1078	Website
Andrenyak	David M.	742, 1160	Letter, Website
Anonmyous 1		696	Open House Comment Form
Anonmyous 2		697	Open House Comment Form
Antacle	Denise	846	Website
Arens	Hilary	493	Website
Arensman	Diana	451	Website
Arnold	Catherine	667	Website
Artman	Beth	25, 459, 560, 759	Website, Pre-scoping
Auchincloss	Sarah	517	Website
Aune	Harald	24	Website
B	Sarah	816	Pre-scoping
Baer	Mark	937	Website
Bailey	Benjamin	69	Website
Baker	Jackie	38	Website
Ballard	Nicholas	1256	Website
Banks	Micah	57	Website
Barker	Christine	1230	Website
Barness	Ronald	1246	Website
Barnett	Barbara	814	Pre-scoping
Barnewitz	Molly	1110	Website
Barone	Mark	980, 1068	Website
Barrell	Jeff	651, 1208	Website

Last Name	First Name	Comment Number	Comment Source
Barrell	Daniel	648, 699	Website, Open House Comment form
Barrell	Arleen	660	Website
Barrett	John	1224	Website
Barros	Lauren	1097	Website
Barry	David	913	Website
Bartholomew	Keith	137	Website
Bateman	Joe	1025	Website
Bates	Adam	1143	Website
Bates	Henry	156	Website
Battie	Ash	1050	Website
Battistone	Nate	446	Website
Baveda	Igor	1070	Website
Bean	Matt	966	Website
Bean-Winter	Adrienne	912, 915	Website
Bearnson	Gill	132	Website
Becvar	Austin	1021	Website
Beling	Linda	1077	Website
Benner	Joshua	608	Website
Bennett	Tracy	1136	Website
Bennett	Britte	1163	Website
Bennett	Matthew	541	Website
Bernard	Brent	1074	Website
Berry	Lea	1220	Website
Bertot	Jeff	442	Website
Bevan	Rachel	524	Website
Bias	Mike	537	Website
Billie	Mark	60	Website
Biltoft	Christopher	1203	Website
Bird	David	904	Website
Birrell	Ellen	701	Open House Comment Form
Black	David	194	Website
Blackham	Chere	457	Website
Blanc	Francisca	855	Website
Blanton	Bethany	92	Website
Bloebaum	Drake	174	Website
Boardman	Kelly	559, 1233	Website
Bockelie	Mike	549	Website
Bogin	Eric	586	Website
Bonar	Bob	612	Website
Booth	Clayton	191	Website
Borgenicht	Roger	1211	Website
Boschen	Tor	678	Email
Bounous	Ayja	906	Website
Bourdaghs	Britta	19	Website



Last Name	First Name	Comment Number	Comment Source
Bourke	Margaret	1081	Website
Bourke	Roger	688	Email
Bowman	Jane	2, 14, 1232	Website
Bown	Joel	654	Website
Boyle	Kevin	809	Pre-scoping
Bradley	Tyson	869	Website
Bradley	Tyson	644	Website
Bradshaw	Jonathan	711	Open House Comment Form
Brady	Ann	898	Website
Braeden	Barbara	650	Website
Breen	Austin	795	Pre-scoping
Briefer <i>SLC Dept of Public Utilities</i>	Laura	730	Letter
Briercheck	Ken	597	Website
Brock	Stewart	1187	Website
Brown	Stephen	935	Website
Brown	Tim	973	Website
Brown	Melissa	83, 1064	Website
Brown	Nathan	62	Website
Brown	Scott	469	Website
Brunhart	Ulrich	1158	Website
Brunhart	Lise	188	Website
Brunvand	Amy	964	Website
Brzozowski	Michael	1108	Website
Buchanan	Buc	637	Website
Budreau	Tyler	601	Website
Bunkall	Brett	984	Website
Burgart	Calvin	74, 800	Website, Pre-scoping
Burnett	Aubrey	529	Website
Burns	Nick	892	Website
Burton	Jan	695	Open House Comment Form
Buselli	Frank	817	Pre-scoping
Butler	Dwight	1121	Website
Buzilow	Benjamin	836	Pre-scoping
Byrne	Jim	887	Website
Calder	Scott	113	Email
Campbell	Jonathan	959	Website
Cannon	Ginger	992	Website
Cannon	Mike	1225	Website
Capdevielle	Eugenia	548	Website
Carr	Harold	1167	Website
Carrillo	Adan	588	Website
Carroll	Brett	73, 705, 934	Website, Open House Comment form
Carroll	David	1082	Website

Last Name	First Name	Comment Number	Comment Source
Carroll	Clayton	443	Website
Casey	Madeline	933	Website
Casper	Tiffany	979	Website
Catino	Erme	116, 1065	Website
Champneys	Fred	847	Website
Chandler	William	957	Website
Chapman	George	663	Email, Website
Chatelain	Jeff	603	Website
Chipman	Scot	1028	Website
Christensen	Josh	812	Pre-scoping
Clancy	Jen	778 (+ attachment)	Pre-scoping
Clark	Georgia	960	Website
Clark	Reggie	961	Website
Clark	C	1075	Website
Clark	Steven	1198	Website
Closser	Stacey	533	Website
Colby	Jennifer	1258	Website
Coles-Ritchie	Marc	22, 95	Website
Colson	Carly	1138	Website
Comey	Adam	528	Website
Concannon	Jacqueline	166, 558	Email
Condie	C.	1165	Website
Conklin II	Glen	472, 1010	Website
Cotter	John	479	Website
Coulthard	Michael	563, 564	Website
Cowley	S	1085	Website
Cox	Vaughn	1214, 1215	Website
Crass	Cindy	28	Website
Crete	Brad	1191	Website
Crockett	Teresa	1240	Website
Crockett	Geoffrey	133	Website
Crockett	Jacob	181	Email
Crockett	Anne	463	Email
Cross	Elizabeth	926	Website
Cummings	Guin	632	Website
Cummisford	Kevin	486	Website
Cunningham	Karen	47	
Cunningham	Kerri	53	Website
Curley	David	55	Website
Curry	Cliff	1001	Website
Curtis	Cabot	881	Website
D.	Paul	104	Website
Dalton	Maxine	1012	Website
Dame	Brittany	894	Website
Dance	Heather	571	Website

Last Name	First Name	Comment Number	Comment Source
Dane	Joseph	941	Website
Dankmyer	Taylor	884	Website
Danz	Tom	70	Website
Davis	John	1123	Website
Davis	Sheridan	1263, 1264	Website
Dean	Larry	909, 1204	Website
Dean	Jesse	785	Pre-scoping
Deblanc	Harold	666	Email
Dedina	Serge	570	Website
Defries	Tony	26, 465	Website, Email
Dela Cruz	Brianne	1241	Website
Dennis	Patricia	796	Pre-scoping
Denys	Josh	1170	Website
Dervage	Michael	5	Website
Despain	Don	622	Website
DiBella	Ed	873	Website
Diedrich	Mason	100	Website
Diehl	Rachel	1259, 1262	Website
Dippo	Marcus	45	Website
DiRosa	Edward	1157	Website
Dishman	Paul	1221	Website
Doane	Jed	868	Website
Doherty	Michael	1094	Website
Donavin	Kirkwood	626	Website
Donnester	Lori	1036	Website
Dorsey	Eric	80, 152	Website
Douglass	Gordon	1168	Website
Dow	Doyle	616	Website
Dowdall	Lexi	177	Website
Drake	Lance	1116	Website
Draper	Emily	1084	Website
Du Mont	lyn	1057	Website
Duncan	Trent	1154	Website
Duncan	Bruce	1193	Website
Duncan	Shane	838	Pre-scoping
Dykstra	Joni	439, 440	Website
Dyrud	Scott	46	Website
Earl	Anne	627	Website
Eatchel	Andrew (Dr.)	495, 681	Website, Email
Edgerly	Richard	89	Website
Ehninger	Shauna	596	Website
Eichner	Richard	543	Website
Elias	Koby	157	Website
Eller	Dave	965	Website
Erickson	Adam	751	Pre-scoping

Last Name	First Name	Comment Number	Comment Source
Eurick	Glenn	1175	Website
Evans	Daniel	983	Website
Evensen	Parker	76	Website
Faber	Emily	1150	Website
Fairchild	Jim	1162	Website
Farhang	Arash	977	Website
Faure	Julie	20, 750	Website, Pre-scoping
Fay	Jonathan	101, 774, 1126	Website, Pre-scoping
Feldman	Michael	1056	Website
Felsted	Drew	437	Website
Ferguson	Justin	487	Website
Fields	Dave	1248	Website
Fields	Melissa	674	Email
Filgo	Thom	30, 832, 996	Website, Pre-scoping
Filgo	Shelly	484	Website
Filippo	Cristina	575	Website
Finnesgard	Alyssa	526	Website
Fishbaugh	Vincent	1147	Website
Fisher	Colleen	928	Website
Fisher	Carl	659, 734, 736	Email, Letter
Fishman	Howard	169	Website
Fleisch	Debra	840	Pre-scoping
Fleming	Susan F	981	Website
Fleming	Scott	521	Website
Florence	Ann	1249	Website
Follansbee	Patty	718	Open House Comment Form
Ford	Merrill	488, 763	Email, Pre-scoping
Ford	William	551	Website
Forman	Kirstin	1076	Website
Forsdick	Christine	990, 1216	Website
Frampton	Joshua	530	Website
Frankel	Mitch	15	Website
Frasol	Jadwiga	448	Website
Frederick	Jason	945	Website
Friaix	Jena	710	Open House Comment Form
Froerer	Logan	178	Website
Frye	Kelly	714	Open House Comment Form
Fuller	Gary	793, 813	Pre-scoping
Garber	Howard	1210	Website
Garcia	Carla	1022	Website
Garcia	Jane	1035	Website
Gardiner	Nicholas	1100	Website
Gardiner	Mark	11	Website
Garrett	Christine	919	Website
Garrity	Aidan	1156	Website

Last Name	First Name	Comment Number	Comment Source
Gates	Christena O	121	Email
Gavin	Greg	789, 849, 1119	Pre-scoping, Website
Geisler	Julia	1235 +Attachment	Website
George	Jake	59	Website
Gerli	Jack	546	Website
Gero	Alexandra	987	Website
Gessel	Mark	851	Website
Gibbons	Sharon	1089	Website
Gibby	Nate	40	Website
Gibson	Bryan	119, 574	Website
Gilman	Steven	640	Website
Gish	Kyle	1098	Website
Gishen	Jeffrey	757, 767, 768	Pre-scoping
Gladding	Forrest	916	Website
Glaser	Steven	1149	Website
Glaser	Steve	565	Email
Godon	Shannon	1102	Website
Goldstein	Rebecca	719	Open House Comment Form
Golic	Mary	599	Website
Gonzalez	Jody	769	Pre-scoping
Gooch	Judy	676	Email
Gooding	Judi	772	Pre-scoping
Goodsmith	Ira	709	Open House Comment Form
Goreham	Dennis	653	Email, Website
Gorman	Victoria	988	Website
Grace	Nikki	489	Email
Greely	Bob	969	Website
Griffall	Keith	758	Pre-scoping
Griffiths	Arnold	631	Website
Griffth	Jay	971	Website
Grover	Jeff	766	Pre-scoping
H	Moriah	994	Website
Hackbarth	David	436, 938	Website
Hackmann	Derek	1039	Website
Hadfield	Gary	33	Website
Hahnenberger	William	876	Website
Halden	Nancy	1243	Website
Hall	Jennifer	850	Website
Hall	Emily	986	Website
Halsey	John	949	Website
Halverson	Joe and Bobbie	1181	Website
Hamilton	Roger	49	Website
Hammond	Steve	591	Website
Hansen	Paul	1083	Website
Hansen	Raylene	1195	Website

Last Name	First Name	Comment Number	Comment Source
Hanson	Nancy	646, 1201, 1212	Website
Hanson	Art	1219	Website
Hanson	Nicholas	1254	Website
Harmon	Steve	1226	Website
Harper	Laura	899	Website
Harper	Kameron	1105	Website
Harper	Sue	1267	Website
Harrell	Janna	1139	Website
Harrington	Erik	84	Website
Harris	Brian	48	Website
Harris	Tom	111	Website
Harris	Jill	539	Website
Harrison	John	1190	Website
Hart	David	753, 787	Pre-scoping
Hasegawa	Christine	997	Website
Haskell	Joshi	1132	Website
Hatch	Margaret	176	Website
Hayward	Rick	142	Website
Hedrick	Chris	657	Website
Hegmann	Kurt	786	Pre-scoping
Henderson	Norm	737	Letter
Hermon	Joe	889	Website
Hernandez	Janice	77	Website
Hill	Sarah	1127	Website
Hill	Greg	182	Email
Hilyer	Laurie	770	Pre-scoping
Hinman	Brett	1041	Website
Hinman	Ross	791	Pre-scoping
Hirning	Sarah	456	Website
Hirst	Nicholas	567	Website
Hitchcock	Katie	63	Website
Hitchins	Jim	702	Open House Comment Form
Hively	Kevin	556	Website
Hoffmann	Rick	29, 629	Website
Hogan	Jannie	147	Website
Hogan	Jannine	834	Pre-scoping
Hooper	Paul	1251	Website
Hoover	Todd	975	Website
Hoover	Robin	1051	Website
Hopkinson	Jared	7	Website
Horrocks	Steven	81, 756	Website, Pre-scoping
Horrocks	Whitney	655	Website
Howard	Courtney	665	Website
Howze	Ray	1027	Website
Hubbell	David	1112	Website

Last Name	First Name	Comment Number	Comment Source
Hunt	Alex	536	Website
Hunter	Lindsay	1164	Website
Hurst	Jared	1151	Website
Hutchinson	Brian	661, 1206, 1207, 1269	Website
Hutsinpillar	Molly	917	Website
Ienatsch	Ellie	1130	Website
Iltis	Dave	1265	Website
Ingraham	B	117	Website
Jablon	Maurice	801	Pre-scoping
Jackson	Nick	1045	Website
Jackson	Colin	669	Website
Jackson-Jordan	Chris	902	Website
Jacobs	Spencer	820	Pre-scoping
Jacobsen Holmberg	Kathy	56	Website
Jamison	Janet	1037	Website
Jensen	Jonathan	955	Website
Jensen	Rian	1140	Website
Jepson	Terena	67	Website
Jirik	Richard	1209	Website
Johnson	Karl	956	Website
Johnson	Evan	10, 491, 804	Email, Website, Pre-scoping
Johnson	Christopher	580	Website
Johnson <i>Cottonwood Heights</i>	Mike	729	Letter
Jones	Brian	1024	Website
Jones	Kamree	1173	Website
Jones	Alan	72	Website
Jones	Margelia	471	Website
Jones	Jeremy	538	Website
Jongejan	Aimee	968	Website
Josephson	Holly	764	Pre-scoping
Juarez	Olivia	1060	Website
Kalandiak	Alexa	579	Website
Kanaley	James	1255	Website
Kane	Natalie	584	Website
Kavanaugh	Trevor	75	Website
Kawchak	Christopher	1091	Website
Keeling	Anna	1099	Website
Keenan	Denise	1172	Website
Keigley	Carolyn	123, 153	Email, Website
Keller	Meg	1079	Website
Keller	Robert	1086	Website
Kelly	P	829	Pre-scoping
Kelty	Celeste	1145	Website
Kemp	Shane	686	Email

Last Name	First Name	Comment Number	Comment Source
Kemper	Jessica	615	Website
Kemper	Kyle	636	Website
Kendall	Karen	179	Email, Website
Kennington	John	492	Website
Kennington	Jan	496	Website
Kennington	Nate	515	Email
Kern	Krista	485	Website
Keyes	Philomena	773	Pre-scoping
Kimball	Allyson	790	Pre-scoping
King	Ryan	566	Website
King	Carolyn	625	Website
Kirchner	Jason	815	Pre-scoping
Kish-Trier	Erik	989	Website
Kliger	David	929, 1178	Website
Knab	Connie	668	Website
Knickerbocker	Knick	823	Pre-scoping
Knoblock	John	679, 680, 682, 683, 727, 760, 779, 792, 874	Pre-scoping, Email
Knudsen	Dana	1182	Website
Kobe	Kit	1205	Website
Koenig	Jon	519	Website
Komeyli	Barbara	950	Website
Kotok	Michael	561	Website
Kraan	Eric	8, 475, 623, 733, 1231	Website, Email, Letter
Kraan	Kimberly	811	Pre-scoping
Kraus	Lynne	715	Open House Comment Form
Kullen	Tom	189	Website
Kurt	Gumbrecht	1026	Website
Kvaal	Anders	478	Website
Lamb	Dirk	604	Website
Langridge	Sarah	673	Email
Langston	Todd	1155	Website
Larson	Preston	1146	Website
Laun	Margaret	1058	Website
Laurenzo	Adam	860	Website
Lay	Geoff	78	Website
LCC Community		738	Letter
Leaver	Lucy	1194	Website
Lee	John	522	Website
Lee	Wally	784	Pre-scoping
Lehmkuhle	Mark	1049	Website
Leonard	Richard	51	Website
Leta	David	91, 848	Website
Levitt	Mimi	180	Email



Last Name	First Name	Comment Number	Comment Source
Levy	Marc	974	Website
Liewer	Ashley	1261	Website
Lingenfelter	Isobel	1053	Website
Livnat	Laura	1048	Website
Lobel	Colleen	946	Website
Lodmell	Ashley	895	Website
Logan	Gary	1046	Website
Logan	Darryl	195	Email
Logan	Joe	542	Website
Loken	Thomas	143	Website
London	Aaron	635	Website
Ludema	Michelle	1106	Website
Mackie	Robert	920	Website
Maerzke	John	572	Website
Mallory	Jennifer	1253	Website
Malman	Jesse	1061	Website
Malmstrom	Peter	525	Website
Malouf	Linda	995	Website
Marinari	Christie	1131	Website
Marken	Erica	998	Website
Maros	Yvonne	911	Website
Marsden	Alexis	619	Website
Martain	Brian	698	Open House Comment Form
Martin	Andrew	1188	Website
Martin	Tim	803	Pre-scoping
Martin	Jeff M.	125	Email
Martinez <i>Shoshone-Bannock Tribes Heritage Tribal Office</i>	Romelia	731	Letter
Marx	Leopold	606	Website
Materi	Sandra	1113	Website
Mathers	Scott	64	Website
Matheson	Hailey	652	Website
Mathews	Stella	721	Open House Comment Form
Matis	Wendy	1189	Website
Mauer	Kevin	664	Website
Maughan	Michael	724	Website
Maynard	Kyle	691, 744	Email, Letter
McAlister	Josh	589	Website
McCarvill	Will	704	Open House Comment Form
McCloy	Marjorie	1200	Website
McCormick	Brent	162	Website
McGirk	Heather	6	Website
McGrath	Richard	474, 477	Website
McGregor	Martin	877	Website
McGuire	Brendan	573	Website

Last Name	First Name	Comment Number	Comment Source
McLeod	Scott	139	Website
McLeod	Geordie	633	Website
McMenamin	Jimmy	1144	Website
McNall	Charles	43	Website
McNeil	Andrew	126	Website, Email
McNutt	William	827	Pre-scoping
McPheters	George	447	Website
McTernan	Hugh	614	Website
McWilliams	Brett	953	Website
Meegan	Sean	128	Email
Mehregan	Brian	1040	Website
Mendenhall	Emilee	1019	Website
Menk	Sean	1111	Website
Menlove	Chloe	1088	Website
Mercado	Emily	532	Website
Metzger	Ryan	1104	Website
Mikell	Jeffrey	870	Website
Miles	Will	620	Website
Miller	Lisa	799	Pre-scoping
Miller	Greg	821	Pre-scoping
Mills	Joan	523	Website
Miloscia	Molly	717	Open House Comment Form
Mletschnig	John	871	Website
Monney	Taylor	893	Website
Monson	Matt	936	Website
Monson	Traci	1000	Website
Moody	Stacey	720	Open House Comment Form
Moore	Jeremy	783	Pre-scoping
Moretz	Elizabeth	1009	Website
Morgan	Karen	712	Open House Comment Form
Morley	Jaymon	1137	Website
Motley	Coleman	1117	Website
Motoki	David	1031	Website
Mullany	Sean	155	Website
Mullins	Chad	943	Website
Munn	Marion	897	Website
Murdock	Bryan	534	Website
Murray	Nancy	677	Email
Murrey	Tyler	794	Pre-scoping
Myers	Sherman	1250	Website
N/A	N/A	196 - 229, 499 - 502	Map-Avalanche
N/A	N/A	230 - 287, 503 - 506	Map-Roadway Capacity
N/A	N/A	288 - 325, 507 - 511	Map-Trailheads
N/A	N/A	326 - 435, 512, 513	Map-Wasatch Boulevard
Neagle	sarah	962	Website

Last Name	First Name	Comment Number	Comment Source
Nelsen	Jana	1044	Website
Nelson	Nicola	931	Website
Nelson	Travis	970	Website
Nelson	Mike	1029	Website
Nelson	Vincent	641	Website
Nesse	William	1047	Website
Neunzert	Martin	464, 470	Email, Website
Newmark	William	1042	Website
Nichols	Kirk	853	Website
Nichols	Gary	1229	Website
Nichols	Kirk	476, 788, 822	Website, Pre-scoping
Nicholson	Paul	878	Website
Nickerson	Deanna	1069	Website
Nicolas	Andrew	557	Website
Niederhauser	John	1237	Website
Nielsen	Gary	1	Website
Norkus	Conan	605	Website
Norris	Nick	628	Website
Nowell-Bown	Marilyn	649	Website
O'Connor	Laurie	942	Website
Ogilvie	James	952	Website
Okamura	Ben	1087	Website
Olsen	Stephanie	582	Website
Olsen-Tank	Frank	131	Website
Olson	Matthew	585	Website
Olson	Debra	700	Open House Comment Form
O'Mahony	Ryan	192, 193	Website
O'Malley	Casey	1090	Website
O'Meara III	Thomas	831, 866	Pre-scoping, Website
ONeil	Gregory	109, 110	Website
O'Shura	Austin	890	Website
Ostrowski	John	845	Website
Ott	Brandon	781	Pre-scoping
ozkan	dogan	939	Website
Ozkan	Dogan	135, 609, 939	Website
P	Adam	65	Website
Pace	Lynn	647	Website
Pacenza	Matt	901	Website
Paget	Emmy	1054	Website
Paget	Max	1093	Website
Paisley	Wayne	187	Website
Palfreyman	Lesley	1125	Website
Palmer	Pamela	1034	Website
Parker	Alex	1030	Website
Paterson	Mark	118	Website

Last Name	First Name	Comment Number	Comment Source
Patterson	Brandon	923	Website
Patton	Thomas	1007	Website
Patton	Tom	808	Pre-scoping
pauline	jeff	863	Website
Pautler	Mary	1002	Website
Paxton	Marypat	98	Website
Paxton	Bob	689	Email
Peck	Michael	1223	Website
Peer	Linda	1013	Website
Peisner	Ian	951	Website
Pellegrino	Benjamin	1052	Website
Pelletier	Brett	879	Website
Pelletier	Sam	907, 1095	Website
Pendergast	Mary	1066	Website
Penner	Ron	540	Website
Pepper	Sharon	71	Website
Pepper	Eric	535	Website
Perrell	Dominique	865	Website
Petersen	Drew	16	Website
Petersen	Andrew	90	Website
Petersen	Jeanie	749	Open House Comment Form
Peterson	Chris	1174	Website
Peterson	Tyler	88	Website
Peterson	Matthew	441	Website
Pettit	August M	1122	Website
Philibin	Megan	1169	Website
Picard	Jimmy	1109	Website
Pimentel	Richard	1032	Website
Pimentel	Richard	1033	Website
Pioi	Katherine	1103	Website
Pioli	Barbara	1141	Website
Plantenga	Richard	578	Website
Poulsen	Stephen	115, 1234	Website
Powers	Mike	1023, 1184	Website
Poynor	Chris	1227	Website
Preite	Bob	163	Website
Presson	Angela	1217	Website
Preuit	Rachel	882	Website
Price	Scott	460	Website
Pugh	Christy	670	Website
Pugsley	Stan	861	Website
Purjes	Dan	165, 173	Email, Website
Pynchon	Joe	1128	Website
Raddon	Michael	776	Pre-scoping

Last Name	First Name	Comment Number	Comment Source
Rampton	Dannon	896	Website
Rampton	Susan	466	Website
Ramras	Zachary	1183	Website
Ramsey	Mindy	1199	Website
Rappolt	Chrissie	940	Website
Rasmuson	Anna	694	Open House Comment Form
Raspollini	Cristina	963	Website
Read	Deborah	594, 858	Website
Reddish	Gwen	991	Website
Reddish	Patrick	1252	Website
Reese	Dan	1228	Website
Reese	Rick	687	Email
Rehkugler	Colin	58	Website
Reich	Andrew	1176	Website
Reichard	Lawson	1020	Website
Reinfurt	Robert	41	Website
Rekuc	Steven	96	Website
Remeneski	Steve	1197	Website
Reuling	Bart	839	Pre-scoping
Rewey	Mikayla	44	Website
Rice	Kathleen	1213	Website
Rich	Keaton	888	Website
Richards	David	883	Website
Richardson	Leah	982	Website
Richardson	Rebekah	1059	Website
Richardson	Scott	17	Website
Ricker	Holly	127	Email
Ridge	Robert	918	Website
Riffkin	Suellen	190	Website
Ringsen	Ken	1038	Website
Ritter	Martin	771	Pre-scoping
Roberds	Ron	690, 775	Email, Pre-scoping
Roberts	Meg	1244	Website
Rocha	Matthew	993	Website
Rodgers	Lauren	87, 468	Website
Rodriguez	Christina	1236	Website
Roestenburg	Sadie	925	Website
Root	Brandon	1153	Website
Roy	Walter Noel	723	Open House Comment Form
Ruesch	Stephanie	1171	Website
Ruhkamp	Brent	516	Website
Runyon	Paul	552	Website
Rush	Douglas	531, 844	Website
Rutemiller	Rudy	171	Website

Last Name	First Name	Comment Number	Comment Source
S	Todd	438	Website
Sabey	Kourtney	1152	Website
Sabin	Steve	146	Website
Sahn	Alexander	527	Website
Sakata	Theodora	722	Open House Comment Form
Samuels	Christopher	97	Website
Samuels	Laurel	461	Website
Sanford	Joyce	656	Website
Santala	Phil	630	Website
Santoro	Jen	167, 905	Website
Saucedo	Tara	108	Website
Saurer	Richard	703	Open House Comment Form
Save Our Canyons		739	Letter
Sawdey	Ronald	35	Website
Saylor	Byron	802	Pre-scoping
Schaefer	Melissa	1107	Website
Schaefermeyer	Robert	130	Email
Scheer	David	158	Website
Schleenbaker	Bradley	23	Website
Schlegel	Nycha	497	Website
Schlehuber	Anna	954	Website
Schmidt	Alex	1129	Website
Schmidt	Joseph	545	Website
Schmidt	Cy	706	Open House Comment Form
Schmidt	Kathy	713	Open House Comment Form
Schmidt Kathyschmidt Slc	Kathleen	867	Website
Schmohl	Billy	36	Website
Schneider	Ian	638	Email
Schoenhals	Kate	1092	Website
Schuck	Galen	972	Website
Scott	Robert H.	452	Email
Scott	Peter	755	Pre-scoping
Scott	Rob	806, 807	Pre-scoping
Seay	Seth	634	Website
Senft	Steven	1242	Website
Serr	Deven	518	Website
Seufert	Tim	593	Website
Shah	Jennifer	554	Website
Sharpsteen	Catherine	1016	Website
Sheranian	Trina	455	Website
Sherry	Greg	828	Pre-scoping
Sierra Club		745	Letter
Sieverts	Lisa	581	Website
Sikonia	Justin	149, 150, 151, 160, 161	Website

Last Name	First Name	Comment Number	Comment Source
Silberman	Hilary	85	Website
Silberman	Pamela	114	Website
Simons Kraan	Kimberly	1239	Website
Smith	Sean	1003	Website
Smith	Chad	1011	Website
Smith	Sheldon	1071	Website
Smith	Madeleine	1073	Website
Smith	Madison	1120	Website
Smith	Kathryn	144	Website
Smith	Jon	145	Website
Smith	David & Penelope	462, 743	Email, Letter
Smith	Cindy	782	Pre-scoping
Smith	Mark	833	Pre-scoping
Smithson	Tyler	872	Website
Sorweid	Stephen	50, 595	Website
Souvall	Brianna	1062	Website
Speiser	Robert	976	Website
Sperber	Leonard	569	Website
Sperry	Grant	958	Website
Spillett	Amber	79	Website
Squire	Robert	18	Website
Squire	Susan	621	Website
Staker	Burke	498, 875	Website
Stapley	Alicia	1179	Website
Stauss	Jack	185, 186	Website
Steiner	Richard	921	Website
Stenquist	Jeff	1114	Website
Stevens	Wendy	607	Website
Steward	Matthew A.	129, 141	Email, Website
Stewart	David	544	Website
Stewart	Walter Noel	675	Email
Stillman	Brian	824	Pre-scoping
Stoker	Lawrence	134	Website
Stokes	Jessica	999	Website
Stratton	James	598	Website
Straughn	Carole	613	Website
Striefel	Jan	481	Email
Strohacker	Eric	932	Website
Struve	Jim	159	Website
Stubbings	Alex	514	Website
Summers	Steve	854	Website
Sunderman	Frederick	590	Website
Svendsen	Kathleen	1017	Website
Swenson	Carol	908	Website

Last Name	First Name	Comment Number	Comment Source
Swinson	Julie	37	Website
Tabin	Jean	978	Website
Tallackson	Conrad	707	Open House Comment Form
Taylor	Tim	27	Website
Tedesco	Bill	642	Website
Teerlink	Marianne	930	Website
Theodore	Dea	1202	Website
Thibaudeau	Megan	520, 798	Website, Pre-scoping
Thomas	Susan	68, 480	Website
Thomas	John	112	Website
Thomas	Richard	483	Website
Thomas	Luke	617	Website
Thompson	Sally	880	Website
Thompson	James	103, 985	Website
Thompson	J	106	Website
Thorien	Kalen	9	Website
Tobari	Roger	547	Website
Tonetti	Brian	859	Website
Topham	Melanie	924	Website
Torres	Helani	1063	Website
Torrey	Pat	1180	Website
Trover	Randy	1018	Website
Troxell	Todd	122	Email
Tuesday-Heathfield	Hunter	1238	Website
Turville	Adam	138	Website
Turville	Rebecca	761	Pre-scoping
Tvorik	Colleen	857	Website
Tyler	Grace	1118	Website
Tyler	Ryan	82	Website
Tyler	Debbie	449, 624	Website
Van Arsdell	Chris	797	Pre-scoping
Van Leeuwen	Paul	175	Website
Vande Merwe	Adrian	927	Website
Vannurden	Randy	900, 1142	Website
Vansteenkiste	Brian	891	Website
Vargyas	George	1186	Website
VB	Drew	903	Website
Vickery	David	170	Website
Villegas	Marielle	1055	Website
Voye	Judi	453	Email
Vukin	Matt	685	Email
Wade	Ian	684	Website, Email
Wahoff-Stice	Donna	1067	Website
Wake	Douglas	148	Website
Walczak	Cheryl	602, 1260	Website



Last Name	First Name	Comment Number	Comment Source
Walker	Lee	1161	Website
Walker	Devin	94	Website
Walker	Leann	662, 728	Phone Comment
Wallentine	Craig	445	Website
Wallis	Harriet	944	Website
Wanek	Brett	1115	Website
Ward	Tom	837	Pre-scoping
Warnock	David	780	Pre-scoping
Wasatch Backcountry Alliance		747	Letter
Wasatch Mountain Club (WMC)		748	Letter
Waterhouse	Tyler	762	Pre-scoping
Watkins	Fred	1072	Website
Webb	Bryan	473	Website
Weigel	Sally	885	Website
Weiner	Josh	600	Website
Welsh	Holly	819	Pre-scoping
Wetendorf	John	102	Website
Wetzel	Sara	948, 1124	Website
Wheeler	Dan	672	Email
Whicker	Andrew	124	Email
Whipperman	Scott	34, 752	Website, Pre-scoping
White	Ethan	708	Open House Comment Form
White	Andy	810	Pre-scoping
Whiteley	Herb	583	Website
Whitson	Richard	835	Pre-scoping
Whittaker	Diane	922	Website
Whittaker	Dave	1257	Website
Wilcox	Karen	54	Website
Wilcox	Sylvia	482	Website
Wilkes	Nick	1043	Website
Williams	Tucker	843	Website
Williams	Jim	39, 805	Website, Pre-scoping
Williams	Ben	643	Website
Willick	Stuart	825	Website, Pre-scoping
Windley	Bradford	1006	Website
Winwood	Richard	562	Email
Woeste	John	830, 1004, 1005	Pre-scoping, Website
Wolfer	Anne	1133	Website
Woller	Scott	856	Website
Woods	Al Ke	444	Website
Woolley	Sydni	1135	Website
Woolley	Kevin	555	Website
Worlock	John	1185	Website
Wright	Mary Ann	1177	Website
Wright	Robert	1196	Website

Last Name	First Name	Comment Number	Comment Source
Wullner	Carri	577	Website
Wurtz	Bill	826	Pre-scoping
Yehushua	Ran	910	Website
Yost	Erik	576	Website
Young	Tolford	107	Website
Young	Harold	172	Website
Young	Mary	618	Website
Young	Tod	740	Letter
Young	Dee	754	Pre-scoping
Yurick	Hallie	658	Website
Zayach	Jamie	864	Website
Zeigler	Wendy	1222	Website
Zimmer	Brian	947	Website
Zimmerman-Wall	Sean	967	Website

## **APPENDIX E - Scoping Comments**

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### **Comment Table: Website, Email, Map Comments**



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1	3/8/2019	Nielsen	Gary	Please widen the road! This narrow road is seriously impacting the out of state retired folks who attend our nonprofit educational tours. They spend a lot of money in Utah and it is very embarrassing when even on the Ski Bus, we can't get up the canyon because it only takes a couple cars who get stuck and then traffic can't get around them. You would solve so much aggravation all of us who enjoy recreational use of the canyon have had to deal with, simply because you still have not widened the road to make the traffic flow actually work. Not just during the winter and particularly during storms, but all seasons. Us tax payers and the out of state people who spend a lot of money to come enjoy our state have a right to get better access to the ski resorts in both Big and Little Cottonwood Canyons. Please widen the road and quit ignoring what needs to be done because of the perceived environmental protectionists who only care about keeping people from recreating in the canyon and mountains. Obviously, you will be bombarded with the loud and comitted environmental people who want to shut people out, but please listen to us normal people who love the outdoors and want all to enjoy them. The nonprofit educational tours I conduct for senior citizens are crucial to the betterment of aging process and enjoy a much higher quality of life because of what we do. Please help educational tour operators like my Life Elevated Utah nonprofit accomplish our goals to share Utah with locals and those out of state who come here to see and experience the wonders of Utah! Don't shut us down, but make better transportation the highest priority! It was simply embarrassing that my entire group had to just sit at the Hampton Inn, Cottonwood Heights because UDOT couldn't keep the road open for way too many days this winter! Our aging participants couldn't believe Utah has not addressed this problem for so many years. This is because there is no passing lanes. You just simply need to widen the road to have two lanes going up the entire canyon and two lanes going down wherever possible. Please let me represent hundreds of skiers every winter who have been holding out hope that the problem will finally get fixed. Sincerely, Gary	Website
2	3/9/2019	Bowman	Jane	require paid parking only at ski resorts	Website
5	3/9/2019	Dervage	Michael	No tolls - Rich people can do whatever they want. Poorer people need access to the canyons also - particularly in summer. Need Smart Switchable Extra Lane (use for bikes in summer). Snow sheds essential for avalanche areas (must have some way to prevent BLACK ICE - roofs with openable panels, solar panels). Busses must run every 15 min in winter, and must run until 7pm in winter and stop for back country trailheads. Waiting for 2 Snowbird stops when headed to Alta is very annoying and favors Snowbird - Boo!	Website
6	3/9/2019	McGirk	Heather	Traffic has gotten bad in Big and Little Cottonwood Canyons during both the winter and summer. I would like to see public transit options all year round, such as a year round bus or year round shuttles with stops at popular trailheads. I also think that a frequent shuttle system to and from the resorts during the winter would help alleviate the traffic. The parking lot of the Ream's strip mall on 7200 S is never full and could possibly be used as a Park-and-Ride. I think it may change people's behavior if there were a prompter at the base and resorts' websites showing the number of cars parked in resort parking lots and whether the lots are full. People may be more likely to take public transit or go up another day. The open house announcement on the Public Open House Notice pdf says the open house is on April 10 but the website says it is on April 9. Thank you!	Website
7	3/10/2019	Hopkinson	Jared	study should include BCC and LCC skier traffic. Skiers pay to park. surcharge for non carpool commuters. double the number of busses, especially on Saturdays and Holidays. Increase park and ride "parking" by 5X. Avalanche sheds.	Website
8	3/11/2019	Kraan	Eric	I would like to point out that there is no 2017 Wasatch Boulevard Master Plan adopted by Cottonwood Heights. Not in 2017, not today. Might sound like a technicality, but UDOT is misleading the public by stating otherwise.	Email
9	3/11/2019	Thorien	Kalen	The new traffic route exiting from Wildcat Lot at Alta is confusing. I've seen cars almost run in to each other because some believe its a left turn lane coming down canyon, others use it as a normal lane coming or a suicide lane when exiting the lot. This needs to be changed.	Website
10	3/12/2019	Johnson	Evan	How many hundreds of tons of Salt is UDOT putting in Little Cottonwood Canyon, Big Cottonwood Canyon, and other canyons? Salt is toxic.	Email
11	3/12/2019	Gardiner	Mark	In the winter I travel to Alta 2-4 times a week. Between weather and crowds, timing trips to Alta has become a strategic guessing game. The long and short is that despite UDOT's improvements at intersections there are simply too many internal combustion vehicles in the canyons. I see electric buses in Park City and shuttles in Zion NP. So why not LCC? What I think is the wrong idea is more resort parking, wider roads, or anything that makes it easier to drive a private vehicle to the resorts.	Website
14	3/12/2019	Bowman	Jane	Consider fee for Little Cottonwood use (fee for parking OR tollbooth, mass transportation exempted)	Website
15	3/12/2019	Frankel	Mitch	I strongly support avalache tunnels / snow-sheds for the major avy paths in LCC. this will then require less UDOT time to control in the morning at get the road open sooner, which will alleviate traffic. I also support requiring Snowbird/Alta to pay some part in any changes made as the traffic issue is created by them trying to get paying patrons to their resorts. We as public land users who travel up there should not be footing the bill for the resorts to improve their experience.	Website
16	3/12/2019	Petersen	Drew	I can't tell if these comments are supposed to be specifically about the pilot lanes or about LCC traffic solutions as a whole. First off, I think the pilot lanes are good for what they are. Are they a solution? No. But they do alleviate and help to lessen the issues of the traffic up-canyon, especially for when there is a high volume of people going down at the end of the day. In a more broad sense, what I would like to see considered most are two things. One, tolling HWY 210. Make people carpool by incentivizing it. 4+ people in the car: free, 3 people: \$5, 2 people: \$10, 1 person: \$20 per trip in the canyon. People won't like it and the public will have backlash against it, but it will change people's behavior. Additionally, the bus system NEEDS to be improved. This can be done in a number of ways. First, has a route been considered that is only in the canyon? The current routes in LCC originate from far outside the canyon, making the buses late, inconsistent, and difficult to plan on. Make one route that runs from the base of the canyon to Alta and back, while stopping at all the same stops. Have one bus run every 20 minutes. This will create consistency, easier planning, and make it more appealing to ride the bus for everyone. And lastly, on the bus note, long term, there needs to be a solution to create more parking at the base or near the base of LCC. Thanks for considering these comments.	Website
17	3/13/2019	Richardson	Scott	Considering the traffic impacts and improvements of our canyons is long overdue. Adding parking is just a short term, but incredibly expensive, band aid on a problem that will our pace the solution before it is even built. Our best and most cost effective solution (both economically and sustainably) is to start considering lightrail in the canyon. It would mitigate parking, minimize air pollution and traffic, and hugely decrease potential avalanche danger and drunk driving issues in the canyon... as well as opening up the trails to much more exciting one way and loop tours and routes. We need to think bigger and think forward and get out of our societal cycle of the smallest iterative changes we can make (that cost us much more in the long term).	Website
18	3/13/2019	Squire	Robert	I drive the canyon road 60+ days per winter season and endured all manner of road/traffic conditions in the last 30 years. Traffic could be more tolerable if: I see more snow plows. More plows are needed during days it snows. I understand additional plows may sit idle most days however my understanding vanishes when the road is snow packed and icy with drivers sliding off the road or driving too slow because they are terrified. 2nd: more police directing traffic at all mergers. South of 9400 on Wasatch blvd a cop directing traffic at Bell Canyon road and 9400 is needed on snow days in the morning. It is very frustrating sitting on the road for over a hour in Alta only to find all parking lots in Snowbird are emptied. I understand terrible road conditions but lose understanding when it looks like nothing is being done.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
19	3/13/2019	Bourdaghs	Britta	Hello, Today (Wednesday, March 13) I started my journey to Snowbird a little before 9am by the Bell Canyon Trailhead. I reached the Snowbird Center at 10:35. No one was enforcing the 4x4 and snowtires or chains rule. It wasn't until Gate A (and around 10:15) that a vehicle with flashing lights stopped a mini-van and got the vehicle to turn around. Traffic was tied up for over 90 minutes simply because nobody was enforcing the rules. How much money did that cost resorts? I was dropping my daughter off at a ski lesson and it cost me two hours of a very expensive lesson. Worst of all, for the bottom line of the resorts, is that uphill traffic was stopped a little before 11:30 in the morning for control work. The parking lots are empty today. People who wanted to be paying customers couldn't because people blatantly drove by the flashing sign at the bottom of the canyon and clogged up traffic.	Website
20	3/13/2019	Faure	Julie	On snowy days, when the main road is closed and all the traffic is headed down the bypass road, the length of time to get down the canyon seems to be tripled. The bypass road is steep and slick near Wasatch Powderbird Guides; busses and cars have to slow down tremendously to negotiate this section and the situation is made worse by the cars parked below WPG that are trying to merge into this messy traffic. I think improving this section of road could really help on days when the main road, below Mt. Superior, is closed. 1. Widening the road. When there is a lot of snow, it's very difficult for uphill traffic to make it past downhill traffic. 2. Shallowing the grade by creating a higher and longer overpass connecting the road above WPG to the entry 4 exit on the main road so the cars don't have to go down and back up. Local traffic and parking could occur below the overpass (there is already an overpass)	Website
22	3/13/2019	Coles-Ritchie	Marc	I think Little Cottonwood Canyon needs year-round bus service and it needs to be frequent, especially in the winter. In the summer the bus needs to stop at trailheads. There needs to be something to motivate people to take the bus.	Website
23	3/14/2019	Schleenbaker	Bradley	Parking at the base of the canyons. I know this will come up frequently but I really feel that close, convenient, BCC and LCC specific lots would significantly increase not only bus use but also carpooling. Also I would really like the current parking atrocities in BCC to be appropriately penalized. It's nice that 2 police officers sit up in BCC outside Solitude on heavy use days and warn people not to park in the road but I feel like that is a real waste of resources. If people can't read a giant blinking sign at the mouth of the canyon they can just be towed or ticketed. Lastly, on the idea about following the rules already in place, it seems that very often when traffic is severely affected there is someone in the canyon that shouldn't be there (e.g. 2WD sedan with no chains or appropriate tires). Myself and many other people go to great lengths to follow the canyon rules to avoid slow down or slide offs. I realize that any detailed checking at the mouth would slow down traffic further; perhaps ticketing cars at the top of the canyons that are parked and don't have the appropriate tires? No easy solution. Thanks for your work on this.	Website
24	3/15/2019	Aune	Harald	Reduce large buses and increase smaller but more frequent shuttle buses. Develop additional parking areas near LCC and BCC. The resorts need to charge a parking fee for single occupant vehicles. Resorts need to increase multi day and season ski lockers.	Website
25	3/15/2019	Artman	Beth	I have concerns about this related to the infrastructure for active transportation and insufficient public transportation. Widening the road will make it more dangerous for cyclists and pedestrians because speeds will increase. Active transportation should be encouraged and the infrastructure should support it. Public transportation into the canyon is currently insufficient and this plan schedules rapid bus transit 16 years from now? This should be in place now or 5-9 years ago. Furthermore, I seriously doubt bus transit will support even the current need. I do not see anything in this plan that analyzes the canyon capacity. It is a canyon. It does not have unlimited capacity.	Website
26	3/15/2019	Defries	Tony	To reduce car use in winter I believe the UTA or the ski resorts should operate a bus service at no cost to skiers and workers. We pay enough for lift tickets! Car parking should be provided in car parking structures built in the current aggregate works adjacent to I215 and next to Walgreen on 9400s, etc. The busses should be battery or hydrogen powered. This could be used in the summer too at a reduced service.	Website
27	3/15/2019	Taylor	Tim	I would have assumed somebody would notice this by now, but the majority of LCC traffic is caused by the Wasatch Blvd/LCC Rd traffic light and the merge at the mouth of the canyon. The recent traffic light redesign included giving light priority to the neighborhoods instead of the ski resort traffic which causes significant delays while favoring 3-5 vehicles who need to get out of the neighborhood. At the mouth of the canyon, Utah drivers inability to merge is showcased, which causes the most significant traffic delays. Perhaps a metering system like busy freeway on ramps would be a wise idea to assist Utah drivers with how to merge 1 at a time. A longer merge lane would also add benefit. But most importantly, somebody needs to find a way to triple the size of the LCC park and ride. I often can't take the bus because there is nowhere to park!	Website
28	3/15/2019	Crass	Cindy	Please do something about the huge back up to LCCC We cannot go south from granite oaks for hours until the traffic clears which I sled hours. Also emergency crews cannot get to us while the back up persists. This is a dangerous situation. Find a place to park these people waiting to get up canyon or restrict access charge money or have more bus lots. no place to park up there either	Website
29	3/15/2019	Hoffmann	Rick	My comments will pertain to Big Cottonwood Cyn as well. Bus ridership would improve if they were able to pull off at all winter trailheads! It would also help if the snow plows would make sure these same trailheads have more road side plowing so we can get far enough out of traffic. Its crazy that the lot for Broads Fork and Mill B South is locked! another road improvement would be to have motion sensing flashing signs at the usual spots for black ice. These could be actuated by remote hand held devices by the canyon patrol when needed. They could be similar to the speed sign just above Storm Mtn Picnic Area but only actuated when needed. Black Ice is difficult to see and the signs that are there really don't let you know when the problem exists. Putting salt on these areas only makes them worse with a sheen of water that just refreezes. Better option would be to spread sand! Another improvement would be to better monitor the actual road condition when requiring 4wd and chains when the road is actually clear! I saw a commercial bus driver putting on chains when the road was clear all the way to Snowbird, bet he wasn't happy. when I first moved here in the winter of 1973 and all I had was a two wheel drive car and drove up all the time, Over 100 days, with good tires and had no problem never needing chains one time! Yes the traffic is nuts now but closer monitoring of the road would have saved that poor bus driver and his passengers!	Website
30	3/15/2019	Filgo	Thom	You metric the numbers all you want but until single driver traffic is certailed,the problem remains. Too many vehicles in the canyon on all but the most mundane of winter days. A Toll, road funded with sliding scale fees with highest penalties for single riders, followed by two persons with maybe a minimal toll for, say 3 or more, with an express lane for car pool ers and buses. Short of a long term, expensive train system, the canyon will remain snarled mess for the foreseeable future. Thanks for taking comments, but in reality, a toll system is the only way. And they could enforce the chain or 4wd requirement while they're at it!	Website
33	3/16/2019	Hadfield	Gary	A traffic light at the intersection of SR 209 and SR would alleviate frustration of people heading east on 209 trying to turn left on 210. Near impossible during ski season	Website
34	3/16/2019	Whipperman	Scott	On days when traffic backs up on SR210, I would recommend that backed up cars be directed to pull over on shoulder on right and allow neighborhood residents and emergency vehicles to pass on the left, thus allowing access into their homes. I am also in favor of incentives and disincentives to promoted more busing and less vehicles.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
35	3/16/2019	Sawdey	Ronald	I am still perplexed as to why the downhill resorts do not do more to encourage carpooling. I understand that Snowbird has offered preferred parking to carpool vehicles, but what about Alta? What can be done to prod both entities that utilize Federal lands as part of their operations to do more for the greater good?	Website
36	3/16/2019	Schmohl	Billy	The study would benefit from working on ways to reduce cars in the canyon. More buses are helpful. There needs to be incentives to use buses and carpool. Tolls and paid parking are good incentives. Proceeds could work towards a down payment on a long term solution, such as a gondola, funitel, or other aerial transportation device.	Website
37	3/17/2019	Swinson	Julie	As an employee and user of Little Cottonwood Canyon I feel that we need to find solutions that get people off the road and out of cars. The congestion in LCC has grown drastically over the past few years and will only continue to grow as the valley becomes more populated, season pass sales continue to increase and visitors continue to flock to our mountains. Though I know the new pilot intersections have great intention we are still dealing with an extreme "funnel" effect below the two resorts, which causes major backups and delays. Additionally, getting up the canyon in the mornings has become increasingly frustrating for many employees and users of the canyon. Either we need to widen the road by multiple lanes or we need to explore options that get people off the road; maybe its a gondola from the LCC park n ride area, a train (obviously this didn't pan out a few years ago), or another form of alternate transportation. How can we, as a community, gather support and resources to find transportation solutions that get people off the road?	Website
38	3/17/2019	Baker	Jackie	I'd be interested in ways agencies could work together to prevent traffic from reaching the areas of the Little Cottonwood Canyon Project as outlined in the documents. With UTA involved, can more busses/lots outside of the area make it easier for users to board a bus earlier and therefore reduce congestion. It is also mentioned a few times, but seems rather important--the size and efficiency of the parking lots where busses do pick up within the LCC Project area are quickly becoming inadequate, which also discourages ridership. I'd like to see a plan for how traffic will be mitigated while the EIS is taking place and while the alternatives and plans are being worked through. The congestion issue will not solve itself in 2020, and will be even worse by 2021. Finally, I'd love to see more information as to how the ski resorts are aiding the process, if by input, funding, or other means. Their marketing and influence is the main reason why the congestion exists, and I hope that they are an active part of the solution. Thanks for all of your hard work!	Website
39	3/17/2019	Williams	Jim	Please buy the 32 and 10 acre parcels right at the bottom of Little Cottonwood Canyon.	Website
40	3/18/2019	Gibby	Nate	Getting in and out of the canyons on a Saturday during the ski season is a mess. We need a rail system that would be far less harmful to the environment than thousands of cars stuck in traffic polluting the canyons.	Website
41	3/18/2019	Reinfurt	Robert	I have been a resident and canyon transporter for 15 years. I have been thinking about a solution to our current traffic and transportation issue for many years now. 1. Expand parking lot capacity at the the mouth of LCC, swamp lot and other UTA park n rides. Most park n rides are full before 9am on busy days making it impossible to utilize the buses. If parking and routes are expanded, people can actually take advantage of mass transit. I have wanted to take the bus several times this year and was unable to find parking at the bus stops. 2. Creation of an express lane on little cottonwood rd. between the mouth of LCC and Granite Vista Dr. The express lane will be for cars that have been pre-approved to go up LCC. Residents/Season Pass holders/Employees can submit for an express pass by showing proof of a 4wd vehicle with snow tires. The express lane will allow vehicles to continue the flow of traffic minimizing the congestion at the canyon mouth. Think of it as an easy pass system. 3. Toll based system implemented on high traffic days (weekends and powder days) 1 person = \$15 2 person = \$10 3 or more = Free Essential canyon employee = Free 4. Toll booth needs to implement a daily limit where no cars are allowed to go up canyon after the limit has been reached. Exceptions for critical canyon employees, shuttles, buses and vendors (sysco, etc)	Website
43	3/18/2019	McNall	Charles	my suggestion to be considered: If we are adding more road I would make the following suggestion. A dedicated 3rd lane to LCC on canyon side of the road dedicated to buses. It would require 3 or 4 pullouts to be able to run 5 or 6+ buses. It would have no delay and make people actually want to take the bus. Finally it would be separated by a single curb so no single wheel cars with summer tires can go off the road and can play pinball all the way down the canyon. I trust a bus driver to not go off the canyon more than random motorists any day. As more and more people get stuck on the 2 lane(ideally tolled) side they will grow envious of the bus traveling in it's own HOV lane and eventually start taking the bus. Parking is also less of an issue as buses can pick up from many park and ride locations across the city.	Website
44	3/18/2019	Rewey	Mikayla	1. Expand the parking capacity of the Park-n-Ride lots. On busy days, these lots are full by 9:00am making it very difficult to utilize public transportation. 2. Create a "thru-lane" on Wasatch. This lane would be for pre-approved individuals with rated snow-tires and 4WD season pass holders (for a fee), public transportation vehicles (UDOT, Alta Shuttle and Canyon Transportation), essential personal with approved vehicles and service vehicles. As well as residents on the road that get stuck in that horrible traffic line just trying to get to their home. 3. Charge. While this is highly contested, people can purchase a "thru-pass" with their season pass for a REASONABLE FEE if they can show proof of tires and 4WD. And then, daily users can pay a small fee based on the number of people in their car. 1 person - \$10, 2 people - \$5 3+ people - no fee. This further encourages drivers to carpool as well as creates extra revenue to be put back into protecting the canyon from the impact of so many vehicles. 4. Have employee transportation earlier and later in the day. Personally, I want to take the bus the days I work. However, I get off at 10:00pm when there are no busses and hitch hiking is hit or miss, so I end up driving alone fairly frequently. If you have one 10:30p bus for employees, you'd fill it easily.	Website
45	3/18/2019	Dippo	Marcus	I saw that a Utah state budget earmark had been approved for parking and corridor preservation (\$13M). Please use this to buy (+/- imminent domain) part of the gravel pit north of the mouth of BCC for a large enough transit hub to compete with and reduce SOV traffic in the canyons. I would hope the parking lot size would anticipate increased demand for canyon access. This in conjunction with a BRT and true HOV lane would provide an alternative to private vehicles.	Website
46	3/19/2019	Dyrud	Scott	I feel as though cars getting sticker can be a big problem on snowy days. I know snow tires are required, but maybe making it harder to pass the cop without them should be harder. I think also more parking at the base is needed.	Website
47	3/19/2019	Cunningham	Karen	I live up this canyon 2 miles up for 20 plus years the traffic when canyon was closed had to loop around and not enter the canyon no stopping now they stack cars up to gate and they sometimes idle for hours pollution ? Yes and using bathroom facilities on sides of canyon and my property yes this to me is a problem lucky for my windows are closed in winter so I don't choke on fumes	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
48	3/20/2019	Harris	Brian	<p>I like the idea of the new High T intersections. I mainly ski at Snowbird this year, and thus have benefited from the High T at entry 1. Makes lots of sense for both Entry 4 and Wildcat.</p> <p>I am a frequent bus rider - as much as possible. There are a few challenges I'd like to see somehow addressed with the bus (and these high t could maybe be part of the solution). The biggest challenge with the bus lately is around getting in and out of the park n ride lot at the mount. While I would frankly love to just skip that stop, I realize that isn't practical. But I high t design for buses heading uphill in the morning would be a good help. Same in the evening. It's easy enough to get in to the lot, but pretty hard sometimes to get out. I really hate to suggest a traffic light... but maybe....</p> <p>Another few suggestions about LCC in general:</p> <p>1) Could we entertain a bus route that prioritizes Alta first? My experience and observation is that Snowbird is much more popular for the bus crowd. The fact that the trip is some 30 minutes shorter is a large part of that. What if the 954 route whet up the canyon straight to Alta first and then made stops to Snowbird on the way down? That would make it a much more appealing option - and since both stop at the mouth, there is ample chance for folks to switch as needed.</p> <p>2) This is maybe a pipe dream: Avy Control mornings are hard. Much more so when you are trying to ride the bus. Long shot - but what if for the first hour or two post control work, the road were only opened to buses and cars with 4+ occupants and/or canyon residents. I know everyone hates the backup. The only way to really get rid of the backup is the reduce the number of cars. That would be a huge incentive to ride the bus. (Maybe too much of one, but let's cross that bridge when we come to it...). I feel like with the increased service schedule 2 years ago, there really isn't a reason you can't ride the bus.</p>	Website
49	3/20/2019	Hamilton	Roger	Please consider the construction of avalanche sheds over the highway at frequent avalanche over-un locations. Also the police department needs to reduce the flow of traffic on "shortcuts" through residential neighborhoods such as Old Wasatch Boulevard which create further grid lock.	Website
50	3/22/2019	Sorweid	Steve	Bike lanes between the canyons on wasatch are horrendous. Cars drive so fast and it is just a matter of time until a cyclist is killed. Dedicated, separate bike lanes needed between the canyons. Worst part is the southbound bike lane between bcc and bengal blvd. Now is the time to plan and actually protect bikers before it's too late and there is a tragedy.	Website
51	3/22/2019	Leonard	Richard	Would love to see little cottonwood road closed to all but local traffic and bicycles. Extend a tram down to the mouth of the Canyon for all resort clients.	Website
53	3/23/2019	Cunningham	Kerri	We need more parking so more people can ride buses	Website
54	3/23/2019	Wilcox	Karen	As a resident blessed to live in the mouth of Little Cottonwood, our biggest challenge comes on the weekends during ski season. If we leave our homes early to run errands, it can sometimes take hours to get back into the neighborhood. What I would like to see is a steady fleet of buses using natural gas bringing folks up and down the canyon during ski season. I would like to forbid cars during ski season during ski hours. I drive into the canyon all the time and relish the freedom to do so. However, it is too damaging to the air quality and the fragile ecosystem of the canyons for the skiers to not car pool and then sit in a long line going up and coming back, all the while spewing exhaust. Much like Zion and Grand Canyon national parks require a shuttle during peak seasons, I would think that the canyons during ski season could do the same. Thank you for looking into this. I would not encourage additional parking lots in the canyon at popular trail heads. Instead, the use of shuttles during the summer would be better and you could have them stop at popular trail heads during peak use time. There is plenty of parking at the resorts for people who want to access the canyons early in the morning during the summer (which is what I do - i only go hiking before 7 am to avoid the crush).	Website
55	3/23/2019	Curley	David	I feel that both ski areas should not participate in the Ikon Pass. The attitude seems that what can we do ultimately to increase the amount people in the canyon at any one time. It is creating such a domino effect.	Website
56	3/23/2019	Jacobsen Holmberg	Kathy	I don't live at the mouth of little Cottonwood Canyon anymore, but I did and my parents did for almost 30 years up until about 6 or 7 years ago. I'm not really sure what you can do about the canyon road itself but widening it is probably not a good idea because that would destroy the growth that is there. However the residents that live at the mouth of the canyon and a little farther up at Wasatch resort need a way to get to their homes when traffic is backed up without driving on the wrong side of the street. The same applies to residents that live at the mouth of the canyon off of 9400 south which is where my parents lived. You can get out but you can't get in. I did have a pass one year that allowed me to go past traffic when they turned others away for avalanche control to get into their neighborhood but I not sure how they worked because I never had to use it. My concern is more for the residents and their safety as far as getting in and out of their neighborhoods. As far as the skiers go, my opinion is that you can't predict exactly how the weather will affect everything like driving conditions, avalanches, snow plows, or unexpected accidents so to be safe you better get an early start or sleep over night at the resort if you don't want to hit traffic or get turned away altogether. Sundance didn't widen their road and I don't think we should widen little cottonwood either. Wasatch blvd between 9400 south and I-215 probably does need to be widened though but it will be sad to have it widened after all these years. Widening it before 9400 south would not be a good idea at all because it is a quiet, residential area. I have heard that Wasatch before 9500 south also gets backed up on weekend ski days as well so I am wondering how residents get into those neighborhoods. Maybe offer more busses and make them cheaper to ride. Or only allow so many cars up and make people take busses up. Expand the lower park and rides. Make people buy weekend only canyon day car passes in order to drive their cars up on a Saturday or Sunday day between 5 am and 3 pm. That way they will ride share more or take the bus but again you would have to offer more busses more frequently. I think that is honestly your best solution. I would bring in revenue to help pay for more busses and you wouldn't have to change anything structurally. Just thoughts.	Website
57	3/23/2019	Banks	Micah	I think a cottonwood canyons sticker would be great, I'd have no problem spending \$50 to show I have actual snow tires and workin g 4x4/awd. Instead of merging at wasatch and 9400 there could be a fast lane for people that have the sticker..this would also force rental car companies to actually put snow tires on some of their fleet.	Website
58	3/23/2019	Rehkugler	Colin	The new intersections are very helpful with traffic flow. However, we need much broader solutions to mitigate the heavy traffic each morning and afternoon during peak periods. Avalanche sheds, and additional lane, more buses all need to be part of the solution. The problem is now and the remedies can't wait!	Website
59	3/23/2019	George	Jake	Immediate solution: widen the road over the summer to add a third lane the entire length of the canyon. Switch the direction of the lane during peak travel time up or down the canyon. This is a practical first step since most of the canyon already has passing spots. Long term solution: Add a public transit line (light rail) up the canyon.	Website
60	3/23/2019	Billie	Mark	Please consider increased enforcement of 4x4/chain laws on restricted days.	Website
62	3/23/2019	Brown	Nathan	<p>One of the biggest issues in my opinion are vehicles entering the canyon without the proper equipment (4wd,awd, snow tires with tread left, high enough clearance to move over deep snow). I have only seen tires checked one time when I was going up the canyon and that is arguably the most important piece to have when driving in these canyons.</p> <p>What about the idea of a designated "checkpoint" before entering the canyon (similar to millcreek). There, they would inspect the vehicles and tires of every vehicle entering the canyon along with only allowing a designated number of vehicles up the canyon, given that parking in the canyon is a very limited resource.</p> <p>This would certainly back up and slow the flow of vehicles into the canyon. However, with drivers being aware that they would actually need to show proof of having the proper equipment to enter the canyon every day, it would hopefully encourage carpooling. More frequent busses (at peak times such as powder days and weekends) would help as well.</p>	Website



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				More park and ride parking surrounding the canyons would help too, but i realize the area surrounding the canyons have limited space. I live on prospector drive, right off of Wasatch and experience the backup to vehicles on that road on a regular basis. I know that this task is a monumental one, but I really hope something can be done to save our canyons. Thank you!	
63	3/23/2019	Hitchcock	Katie	This comment pertains to Alta traffic being compounded during downhill traffic at the end of high traffic / storm days. Snowbird has 4 entrances and significantly more cars in their lots. Because there is no monitoring or traffic control stopping those for just a few minutes (like a stoplight or a traffic person) the line up canyon builds exponentially and has no opportunity to blend into the line below. This leads to cars stuck in traffic ABOVE entry 4 and even into the Albion lot until as late as 9pm, while Snowbird lots continue to empty. Because those days are not common enough for a permanent stop light yet they ARE predictable, my suggestion would be to employ one person per parking lot to facilitate an altercation that allows traffic to blend and empty from all parking lots between snowbird entry 1 and the grizzly lot. Also being an upcanyon employee, I find it frustrating being turned around by police when I go to line up early in the morning to beat the line up that would cause me to be late.	Website
64	3/23/2019	Mathers	Scott	I am a full time year round Alta Ski Area employee for 30 years. I really wish the responsible parties would stop talking and make some actual progress on LCC and BCC. People are going to drive their cars. Get over it. They like the convenience and timeliness of it. Hwy 210 needs to be three full lanes with a full uphill bike lane. Middle lane up in the AM and down in the PM. Barricade the center line from Entry 1 to Entry 4 Snowbird creating ONE merge of Alta and Snowbird traffic. Parking lots at Alta and Snowbird should be expanded to accommodate 11,000 skiers and NO ONE SHOULD BE PERMITTED TO PARK ALONG THE HIGHWAY. Not having snowsheds in the canyon below entry 1 borders on criminal negligence. What is it going to take to get UDOT and government agency and legislator attention? Maybe a family of five with an infant and two other kids and mom and dad are all dead because they were in a traffic standstill during a blizzard and an avalanche sweeps them away? Time to make somethings happen. Thanks for reading and considering.	Website
65	3/23/2019	P	Adam	A fast an easy solution would be to build a multistory parking garage where the park&ride is located at the mouth of LLC. Make it free of charge during the day (overnight parking should not be free). Any personal vehicles should pay a toll to drive up the canyon unless there are 3+ people in the car. Make the ski bus looping between the parking garage and the resorts (Ski bus should not leave LLC). People could transfer to other bus lines at the parking garage. Make the ski bus free for season pass holders (that is already happening). People without season passes should be able to buy discounted ski bus passes. This solution would require building a parking garage and operating more ski buses. It could reduce the traffic and pollution in the canyon without disturbing the nature. Less cars on the road would mean less traffic on a powder day (less accidents and not closing the canyon because someone slid off the road).	Website
67	3/23/2019	Jepson	Terena	I access Little Cottonwood Trail, Bell Canyon trail and BST to Corner Canyon via Quail Hollow Park and the trail that connects Quail Hollow to Wasatch (both on foot and by bike). I would like to see this area preserved and more trail connections made (from Wasatch up to Little Cottonwood trail, etc.) as part of any plan for this area. Thank you.	Website
68	3/23/2019	Thomas	Susan	We need lanes at the mouth of the canyon that are just for skiers waiting in line. We need a parking garage so more people can park and ride the bus. We need more frequent busses going up and down the canyon.	Website
69	3/23/2019	Bailey	Benjamin	The parking lots leading to the canyon are at least half tbt size they need to be. Increasing their size along with adding a train line or gondola/tram would solve many of the current transportation issues. Dealing with the impact of adding a train line far more beneficial than the damage caused by thousands of idling vehicles sitting in the canyon daily. Just my opinion, I could be wrong.	Website
70	3/23/2019	Danz	Tom	Advancing public transportation should be the priority for improvements in LCC. While I agree that road safety and traffic are issues that need to be addressed, it is unreasonable to focus attention on the symptoms of these problems rather than their roots. The number of vehicles is simply too high for the canyon to support. Enhancing and incentivizing public transportation while taking steps to deincentivize personal transport will decrease vehicle use in the canyon and mitigate a wide range of problems. Of primary concern, in my opinion, is UTA's operating hours in the canyon. The schedules of both bus lines should be extended and made more convenient for those accessing all LCC offers. Currently, many people drive the canyon simply because their plans for the day do not match up with the buses' schedules. There has to be a solution that makes the bus schedules actually work for those traveling up and down the canyon for recreation and/or work. I hope to see improvement to ensure a healthy, enjoyable and profitable future for Litte Cottonwood. Thank you, Tom Danz	Website
71	3/23/2019	Pepper	Sharon	Dedicated lane for season ticket holds, add a parking fee onto pass price. All others park and ride bus. More dedicated busses during rush hours. Avalanche covers/roofs at slide areas to help keep road open.	Website
72	3/23/2019	Jones	Alan	I enjoy Little Cottonwood Canyon nearly every week of the year, almost always on weekdays to avoid crowds. I have ridden the ski bus many times, although on powder days they are usually packed, unreliable, and very late so I now drive those days. I am willing to pay fees if used for valuable causes, but I worry about charging large fees because those who cannot afford the fees probably most need the time in the canyon. I think having busses and shuttles that run frequently all day long, or a train rather than busses, would be a great way to reduce traffic, but it has to be frequent and reliable. Keep the riders' costs reasonable, perhaps with family passes so the transportation doesn't end up being \$15-30 for a family. Those busses should be Electric Vehicles, like my cars. Please don't limit access, limit vehicle traffic, but not by taxation because the rich don't have any consequences and the poor will be excluded.	Website
73	3/23/2019	Carroll	Brett	I am a resident of SLC, and I travel to Little Cottonwood Canyon frequently for both work and recreation. As a short term solution, I would support a smart, progressive toll system for the rural section of SR 210. This toll should be highest for single occupancy cars and lowest or free for people carpooling. The toll should also be highest for peak use times (i.e. Saturday morning) and lowest during low use times. The introduction of the toll should be paired with higher frequency and lower cost bus service. Long term, I think the best solution would be a Zion-style shuttle system. This would involve closing the rural portion of SR 210 to personal vehicles during times of peak use, and require people to take a free or very low cost shuttle system. This would require a large parking area, maybe the gravel pit at the base of BCC?	Website
74	3/23/2019	Burgart	Calvin	Up hill restrictions enforced.Down hill also.	Website
75	3/23/2019	Kavanaugh	Trevor	Please build a rail system with one stop at snowbird and one stop at Alta.	Website
76	3/23/2019	Evensen	Parker	There is so much traffic uphill and downhill. Please add another lane of traffic, or to make it much easier, start charging money for parking at the top so people start carpooling. In addition, cops should be always checking for chains or snow tires. 99% of accidents are because they don't check for those and people drive up without the necessary requirements. PLEASE help fix the traffic!	Website
77	3/23/2019	Hernandez	Janice	I do t like the idea of a toll and reducing access to low income people. If there is any transit put in place then the speed to get up and down to ski needs to be improved to make us want to give up driving. Adding an hour plus to UTA commute is huge negative.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
78	3/23/2019	Lay	Geoff	The need for improved traffic flow in Little Cottonwood canyon, and Wasatch Boulevard, particularly during periods of heavy snow is great. Please be cognizant of environmental impacts however when considering improvements to this. We love our trees, our mountains, and certainly want to improve our air quality. Perhaps additional incentives for people to use public transportation and carpool could address some of this, and widening feeder roads/alternatives along Wasatch Boulevard would be a good option as well. I dont think a fee to enter/exit the Canyon is appropriate, we already pay enough to ski!!!	Website
79	3/23/2019	Spillett	Amber	Start charging s fee for a yearly pass. I love the canyons and would gladly pay for a pass if it would reduce traffic and help with improvements.	Website
80	3/23/2019	Dorsey	Eric	Train. Just build a train and ban cars already. It's the only logical and sustainable option. Big investment but you have 4 world class ski areas and year round traffic. Stop talking. Build a train and be done with it. And a parking area at the base of the canyons of course...	Website
81	3/23/2019	Horrocks	Steve	The simple fact that I see is this: population along the Wasatch Front continues to grow and thrive, and more and more people are flocking to the Cottonwood Canyons to enjoy them. However, the Cottonwoods are a fixed asset/resource. They aren't growing. We aren't getting more canyons. So, how do you continue to accommodate more and more people in a limited space - that isn't growing. I see no simple answers to this dilemma, only compromises and hard choices. We have to find the balance between canyon conservation and public accommodation. Public transportation, rail, expanded parking, tolls, and even possibly limiting the number of people and/or cars that are allowed up these canyons. I, for one, would very much like to see rail service up both of the Cottonwoods. Expensive? Absolutely. But to get people to commit to public transportation it must be convenient, safe, comfortable, and better than fighting the traffic and parking problems in the canyons and at the resorts. Thank you, Steve Horrocks	Website
82	3/23/2019	Tyler	Ryan	Traffic is manageable on days when the Canyon is not closed for avalanche mitigation. If the mitigation period could be reduced to an hour from 2+ (Target opening of 7AM), traffic would be less backed up in the valley and more dispersed over time. I'd propose we invest heavier in systems like Gazex which could streamline the mitigation process and reduce the overall amount of time the road is closed. The second major issue is parking. Although it's unpopular to pave over more of the Wasatch, the ski areas need to address the parking issue they're partially responsible for by increasing parking within their boundaries. Areas near the Alta rope tow, behind the Peruvian, etc.	Website
83	3/23/2019	Brown	Melissa	I think we need a dedicated bus lane so people want to take the bus because it is a much quicker option. Right now traffic is so bad that it took me three hours on a Thursday to get up to Alta on a powder day. I would have happily taken the bus but that would have just made it take a lot longer. Also I couldn't have found parking even if I wanted. Please make a dedicated bus lane (even if this means no down hill traffic for 2 hours from 8-10 on busy days and also charge 10-20 dollars for parking. Don't charge for parking until parking at the bottom of canyon is available and there is a dedicated bus lane. This should happen this summer as we can't keep waiting. Another good option is a gondola from Heber side to the top of Alta. It would be awesome to have Wasatch back access and would allieviate parking!	Website
84	3/23/2019	Harrington	Erik	Need another lane for just the bus (3 lanes total). Lanes would shift mid-day so there would be a bus lane on the way down. Bus should be free. These two things would provide enough incentive for people to use the bus and greatly reduce the parking issues. Currently, I never want to ride the bus because it costs more and I would rather sit in traffic in my car than a bus. A separate lane for buses would take the bus out of the red snake and make it a faster option. As far as avalanche mitigation, we need tunnels for the major slide paths. This would be a near term financial hit but a long term financial gain.	Website
85	3/23/2019	Silberman	Hilary	Traffic and congestion in the canyon during ski season making it impossible to get in or out of the canyon. inadequate parking for all those skiing at Alta and Snowbird. Inadequate public transportation.	Website
87	3/24/2019	Rodgers	Lauren	The Ikon pass and other all access passes are ruining Little Cottonwood. Those passes have dramatically increased tourist traffic to the canyons. The number of people heading up the canyon is the real issue, not the traffic. Even if the traffic problem was solved, that would just create a lift line problem because it would allow more people to get up the canyon. Lift lines are already long enough! Please ask the resorts to get rid of these multi mountain passes. Alta & Snowbird need to make it less about the money from passes and more about the classic experience for their already loyal season pass holders!	Website
88	3/24/2019	Peterson	Tyler	If there is anyway that the snow tire rule could be 100% enforced. Especially on snowy days, I think it would relieve many problems faced with the over crowding of the roadway. Too many times I see a nice brand new SUV with summer tires forced to drive 2mph all the way up and down the canyon because they don't have good traction. (Or get stuck and block the roadway) I'm not sayin it solves everything, but it's a necessary step among others. And having a cop at the mouth doesn't seem to do much as they don't even seem to pay attention to each vehicle or their tires. Thanks	Website
89	3/24/2019	Edgerly	Richard	While I do not live in the area, I ski at Snowbird and Alta about 20 days a season and have been for 20 years. I think the way that road is handled is terrible. The fact that I have to literally worry if I am going to be able to get there and ski is absurd. You can either stay up there with nothing to do after 4pm and live with it or stay in Park City or SLC and roll the dice. I was unable to get there in February after waiting for hours on a big powder day as the road NEVER OPENED. First, both Snowbird and Alta need to build Parking garages. There is not enough parking as it is and SLC is growing faster than any other city. It is priority number one to stop parking in the road. On busy days the people parking on the road have to make a uturn to get out causing worse delays and the "red snake" is like no other place I have ever seen. And to have to leave at 2-2:30 to beat the traffic is annoying. Especially with the prices they charge now. CHARGE MONEY TO PARK!!! If you do not want all those cars charge \$20 per car and that will help. Put up gaurd rails. STOP LETTING PRIUS and all the small cars up the road. ENFORCE IT. That road has been taken care of so poorly in all weather as long as I have been going there. Those two resorts GENERATE TENS OF MILLIONS OF TAX DOLLARS for Utah. Instead of builing more condos by 7-11 Utah/SLC should have built its own parking garage/transportation center where people would want to park. There could be lift tickets and rental shops, coffeee, restaraunts etc under one roof. YOU PEOPLE NEED TO THINK BIGGER!	Website
90	3/24/2019	Petersen	Andrew	It's really hard to say what needs to be changed. The roads to the mouth of the canyon should all be widened, but then you have people who loose their land and homes. Adding a second lane that could switch traffic directions depending on time would be nice, but where are you going to put it without damaging climbing areas and heaven forbid your water source? Would charging parking from the ski areas make people more willing to carpool or ride public transit? If so, then three people should make parking free, like Jackson's ranch lot, and their should be a larger area at the base for parking. We could do what they do in Chamonix and add a train, but again, we'd have to have more mouth of the canyon parking. I think the main thing is more parking. Either at the bases of the resort and or the mouth of the canyon.	Website

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91	3/24/2019	Leta	David	I believe that the only viable solution to the traffic problem in The Cottonwood Canyons is to build a very large parking structure at the mouth of the Canyon's and run shuttle buses up the canyon to serve the ski resorts during the heavy traffic winter months. This would limit car traffic to either people who are staying at the resort or people who work at the resort. Everyone else would have to take a shuttle bus to access the resorts. This parking facility would also serve as a transit hub for mass transit by buses that also would connect to Trax. The parking fee would be minimal for car owners. Skiers who ride public transit to the resorts would not pay a fee for doing so.	Website
92	3/25/2019	Blanton	Bethany	There's Soo much spoken of concerns environment. As an individual reeling the beauty of it all. Food for thought, if we ALL AS PUBLIC speakers so valiently, "PUBLIC, PUT ALL THAT AGRSSION TOWARDS DOING YOUR PART ". Instead if complaining. Iniative Alta, as we all know we have to spend money to make money give special days of share ride specials. If you car pool x amount days u and your poopers we a free night at resort or pass, dinner etc make it go toward something the public can work towards, saves air room congestion And headache and aggregation for both Alta and the guest that visit your fine edtablissement	Website
94	3/25/2019	Walker	Devin	Larger Parking Lots/Garages need to be built near the mouth of both Cottonwood Canyons. Ski resorts should be on the hook for providing more shuttles. 95% of the traffic are people going to Ski resorts. Between 10 amd and 3pm it should be mandatory to ride a shuttle to enter the canyon.	Website
95	3/25/2019	Coles-Ritchie	Marc	We need to limt cars and have free buses going up the canyon very frequently. If people see buses are faster way to get to resorts they will use them.	Website
96	3/25/2019	Rekuc	Steven	Tolling or charge for parking at Alta and Snowbird. There are far too many vehicles with just 1 or 2 people going up the canyon. It would alleviate traffic going up the canyon.	Website
97	3/25/2019	Samuels	Christopher	Cheaper ski buses is the quickest and easiest solution for congestion and environmental impact. Paying \$4.75 per person is impractical and not realistic if the problem wants to be treated seriously. Incentives could be worked into the plan such as receiving a bus pass with the purchase of a day ticket online or in advance, reduced fares for weekend only, or closing traffic during select hours to bus only. Appropriate and deliberate measures using both the carrot and the stick should be assessed.	Website
98	3/26/2019	Paxton	Marypat	UDOT does a terrific job clearing the road for competent drivers. Law Enforcement (UPD ?) must step up to the plate, and they should ticket drivers who consistently violate the rules of the road (regarding tires). Better yet, can UPD have a tire registration program -- where the vehicles with CORRECT tires get an inspection-type sticker placed on the inside driver's side windowshield -- to easily identify those vehicles SAFE to pass up the canyon. Thank you for your continued hard work! mp	Website
100	3/26/2019	Diedrich	Mason	I'd like to see some infrastructure added outside the canyon that might help users, but ultimately, as difficult as it might be to pull off, I feel like a dedicated bus lane during peak periods would be the best way to increase UTA use and decrease parking in the canyon. I'm not sure that's even possible given the geography, but until people see the convenience of a bus, they aren't going to use it. I'm also willing to see parking fees imposed at the trailheads if necessary.	Website
101	3/27/2019	Fay	Jonathan	the resorts and ski utah create powder mayhem. that combined with vehicles that shouldn't be driving in snow makes canyon travel impossible for a few days a winter. resorts need to focus on getting people to them when its better weather and less avalanche danger, and the people in charge of the road need to police the cars equipment better. tickets should be issued in parking lots for bad tires every day of the ski season. I've got tickets this year for not shoveling my window on my parked car. Who does that hurt ? One car with bad tires can kill the road.	Website
102	3/27/2019	Wetendorf	John	TRANSPORTATION VIA BUS OR PERSONAL VEHICLES IS GETTING EXTREMELY BUSY FOR SURE IN THE LAST FEW YEARS. I THINK A MONORAIL SYSTEM WOULD BE A VIABLE AND SUSTAINABLE SOLUTION. NOT ONLY WOULD THIS ACCOMMODATE A GROWING INTEREST IN THE CANYON BUT IT COULD BE DONE EMISSIONS FREE, IT WOULD PROMOTE PUBLIC TRANSPORTATION USE, IT WOULD CUT BACK ON PARKING ISSUES AND IT WOULD MINIMIZE FUTURE EXISTING ROAD CONSTRUCTION MAINTENANCE.	Website
103	3/28/2019	Thompson	James	While the fancy "pilot intersections" will probably help to reduce traffic congestion, the larger issue is that too many private vehicles (cars) are coming into the canyons. Steps need to be taken to discourage people from always driving their own vehicle--perhaps increasing mass transit service at an affordable cost--i.e. more frequent buses, earlier and later departure/arrival times and making the bus passes more attractive in terms of low costs. Additionally, some stops need to be added to certain trailheads--obviously at the White Pine parking lot/trail head, but maybe also at the Hogum For, lisa Falls, etc., etc.. For me, paying only \$5.00 for a round trip is well worth the time and effort it takes to plan to take only what one needs for the day (backpack, skis, snowshoes, bicycle, or whatever), parking at a lot outside of the canyon, then getting on a bus. Maybe the ski resorts, or county or state governments can provide those discounts for frequent users?	Website
104	3/28/2019	D.	Paul	High t's, extra lanes and/or implementing a toll does nothing to eliminate cars in the long run given the exponential growth we have seen in recent years and will continue to see. The only viable long term solution (more than 10yrs) is to install a gondola and/or mountain train like in the Alps. The acquisition of the gravel pit is a start. Build a multi level parking structure there as well as on 94th either at the existing park and ride or at the soon to be vacant Shopko. Have a gondola or similar from these locations to the mouths of the canyons where the train or gondola can be accessed. People who live along Wasatch cannot wait any longer for a solution. They are late for work, school, etc.. It is beyond absurd. God forbid someone in a home along that route has a medical emergency or residence fire on a powder panic morning impeding first responders. People want to take public transport they just do not feel what is in place now is adequate. Look at the ski busses. 25 seats at most? 50% or riders are standing if they can even get on the bus and in traffic sometimes for 2 hours. Imagine being on the SB tram for 2 hours? It would be miserable. So the alternative is to take your own car. Oftentimes driving solo adding to the problem. Allow resorts to add more parking.The current ratio is somehow related to hotel rooms I believe. This does not work and the policy is antiquated. Allow (or mandate) them to build multi level parking structures to accommodate their business levels. ITs time to abandon old policies w/o a long drawn out EIS discussion and accept this is the reality of now. Those who oppose more parking/public transport/trains etc. have a selfish agenda and somehow believe they can have the canyons and powder to themselves. They are not in anyway concerned about protecting the environment as they would lead some to believe. By opposing all progress and change under the guise of being "environmentalists" they know it adds to the problem and in turn rallies the uninitiated to their side of the argument.	Website
105	3/28/2019	Allmaras	Jakob	UTA should put in a light rail system up the cottonwood canyons.	Website
106	3/29/2019	Thompson	J	Extend public schedule	Website
107	3/29/2019	Young	Tolford	Re: Little Cottonwood Canyon SR-210 closures for snow avalanche control and/or snow removal operations. We who live in proximity to the "mouth of the Canyon" are frequently adversely affected by backed-up vehicular traffic in our neighborhoods. The congestion occasionally blocks residents access to or from our homes. We are convinced the the most readily available and effective remedy for this problem is the establishment of snow sheds over SR-210 in the "White Pine Chutes" area. We urge UDOT & the State of Utah to construct these life-saving devices as soon as humanly possible. Thank you, Tod & Mary Young, Granite	Website
108	3/30/2019	Saucedo	Tara	Please address the traffic backed up along feeder roads to LCC. Residents in the area are not able to travel to from their homes on powder days. Students are not able to get to school.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
109	3/31/2019	ONeil	Gregory	Has any thought been given to direction restrictions during peak periods? Possibly limiting canyon traffic to a single direction for 30-60 minutes during peak periods for more rapid egress. Allowing only downhill traffic for example from 4-5 pm on peak days, allowing traffic to use both lanes.	Website
110	3/31/2019	ONeil	Gregory	One of inequities of downhill traffic during peak periods is that the further a vehicle is up canyon, the more merge points must be negotiated before exiting the canyon. Drivers are notoriously bad at self management of lane mergers and their normal behavior contributes to delays. A stop light metered merger system could help better manage the timing of merge traffic and reduce the exit delay or penalty experienced by vehicles that are located further up canyon. This would be accomplished by having shorter wait periods for vehicles at the Albion parking lot for example as compared to Snowbird entrance 1. It could be easily metered to ensure a proportional amount of traffic is allowed to exit both ski areas during a given period. For example, if the peak downhill capacity is known for certain times or conditions, Snowbird's metered entrances could be granted 60% of that capacity and Alta the remainder if that represents each area's proportion of overall canyon traffic.	Website
111	4/1/2019	Harris	Tom	Every European country that has a canyon/ valley of similar geographical features either has a cogwheel rail system or a tram to the ski resorts. The amount of customers/ backcountry visitors is unruly, the road is dangerous enough patrons should not be parking on the road side. At least a tramway would allow avalanche mitigation to not interfere with business and would get people up and down fast and safe. The buses are a mess and not a viable or sustainable mode for employees to get to work, people are sitting on the floors they are so crowded. If there was a small fee for the tram ride(pass) and/ or a toll for automobiles up canyon the project would pay it's self off and reduce visitation slightly.	Website
112	4/3/2019	Thomas	John	UTA contact needs to be changed to Autumn Hu. Thanks.	Website
113	4/4/2019	Calder	Scott	I think we're overanalyzing this issue to death. There are not that many options here and likely more that one should be used. It's time to quit studying the issue and get to work. My thoughts: Don't simply widen the roads and increase parking lot size. This is simply kicking the can down the road and the problem will be back shortly after the work is done. Widening the road is like coronary bypass surgery on a smoker who won't stop eating 5,000 calories of fried food every day. I think the best approach is multi-faceted. Implement all of the following over time: 1- Tolls with free passage to those with carpools of 4 or more. Incentivizes ride-sharing and funds other projects. Can start almost immediately. 2- Heavily subsidized (free?), more-frequent bus service. Again, rider incentive vs. toll. Let resorts pay a large portion of it. These are their customers. Can start almost immediately. 3- Structures at major avalanche slide-paths to prevent road closures and cost of snow removal. Near-term project. 4- Passenger train up the canyon. These are all over the Alps with much more impressive vertical rises. Why can't they be done here? Paid for by tolls, resorts, and state tax funds. People in St. George or that don't use the canyons won't like it, but recreational tourism is the #1 economic driver for the state by far. We're suffocating the Golden Goose if we don't fix this problem. You're welcome UDOT, let's get to work already.	Email
114	4/4/2019	Silberman	Pamela	I have lived in Utah for 23 years and been skiing in both LCC and BCC for the duration. The traffic situation has only gotten worse and at this point, I have stopped skiing in the resorts in these two canyons because it is so unpleasant. I would like to see a solution that limits car traffic up the canyons, particularly LCC, by adding more parking, more frequent, free bus service and restricting cars to only those who work or are staying at one of the hotels. While this is a less exciting solution than a train, it is something that can be done almost immediately for a lower expense. Until the buses can move quickly up and down the canyon, there is no incentive to take them, along with greater frequency and adequate parking. Thank you.	Website
115	4/4/2019	Poulsen	Stephen	The damage done to Little Cottonwood Canyon by Alta/Snowbird joining the IKON pass in just the 2019 ski season, if left to stand, is the single most careless decision Alta & Snowbird ownership/management has done to the long term health of Little Cottonwood Canyon. I grew up in Salt Lake City and have skied Big and Little Cottonwood canyon resorts since the early 60's. I understand and accept growth and change. I thought Brighton/Solitude/Alta/Snowbird resort ownership were working to lessen traffic up canyon to ensure quality skiing experience. I was wrong. the IKON pass has done to overwhelm the infrastructure in both canyons, while allowing Alta/Snowbird to access easy up front money for the next season while local governments, UDOT, UTA...thus tax payers are left holding the maintenance bag. If allowed to remain, the IKON pass and other iterations will work to undermine all the good work the Cottonwood Canyons Transportation Action Plan intends to accomplish. I'm afraid I'm old enough to know what is going to happen. It's genius if one can privatize the profit, social the costs all the while acting as though the resorts have the long term health of the Cottonwood Canyons on their mind.	Website
116	4/4/2019	Catino	Erme	As a resident of BCC, and strong supporter of the Central Wasatch Commission as well, I think making public transportation essentially mandatory and tolling both LCC and BCC all year long is needed. Traffic in the winter and summer has become absurdly busy. Furthermore the ski areas are trying to make this study into a plea for an interconnect, which is ridiculous. Our traffic problems lie in the valley, not getting people from BCC or Park City to Alta which is what Mike Maughn from Alta has been advocating for. Ski Lifts aren't transportation solutions, even if there is tram from LCC to BCC. We need to figure out how to move people safely into the mountains All Year Long from the Wasatch Front. I stress all year long, because in the summer BCC has turned into a joy ride speedway to Park City. Lastly, I hope that this commission will look into resort ski passes like IKON and Mountain Collective. These have increased traffic in both canyons this year, and part of their sales should go into improving our roadways.	Website
117	4/4/2019	Ingraham	B	No tolls please, they will not reduce powder day or even usual ski day clogging, people will go up anyway. It would be a worse mess, stopping tourists and locals alike, and cost \$5 more or whatever. Summers are not so bad that we need tolls.... Though some seem to think they are the answer to everything, they are not. Nor is concrete, but thats also the usual fallback. The Cottonwoods dont need hardening, a lot has been done as it is, And with the population growth, canyons inevitably busier, tolls wont stop that. Will benefit those most to whom \$5 to park is nothing. Thats not me, and I live here. The creekbed and nature trails should be preserved, no mass transit like a train that would rip that up. The best solution for summer is to make more yet still limited base-of-canyon parking, and maybe some along the road pull-offs with more trails to reach existing and new creekside trails, where ever possible. It would take pressure off the main trailheads, for sure. For winter, again, tolls aren't the answer. Continue to do everything to encourage fast efficient bus service. The road will still clog on powder days, its a numbers, new weather patterns, and now cheap national passes thing. Such is life and commerce, so its worth keeping the road open exclusively by tax dollars and also maybe subsidy by ski areas who make money. Not citizens. We dont need toll roads here in the West, in Utah. Thank you for your time and consideration.	Website
118	4/4/2019	Paterson	Mark	Cableway. Gondola/tramway is the best solution to moving people safely and efficiently in increase volume up and down canyon. Use road for service vehicles.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
119	4/4/2019	Gibson	Bryan	I believe the long term solution to the traffic problem in LCC is to extend the light rail to go up the canyon and eliminate or severely restrict private vehicles. In the meantime i believe we need a large increase in the number of buses in the canyon and make them free to ride ( possibly by putting a \$1 tax on every ski ticket sold to subsidize this change). I believe this improve both the quality of the ski experience for locals and tourists and improve the air quality on our valley.	Website
120	4/5/2019	Anderson	Scott L.	It seems to me that a reasonably cheap and relatively environmentally friendly transport option would be to build a dedicated bus lane that would be uphill in the morning and downhill in the afternoon. The return bus traffic would use the normal lanes, but since they would be moving against traffic, they would be fast both directions. This would allow buses to become a faster mode of transport than cars, and the drivers of cars stuck in traffic would see the busses whizzing by, and presumably some of them would start taking the bus. This seems like a cheaper and more flexible option than building trains or gondolas. At present, it would only be needed in ski season, primarily on weekends, so the busses could be used for something else during the week or off season. The current bus system is good in principle, but since the busses are stuck in the same traffic mess, they don't offer riders any advantage over taking a car.	Email
121	4/5/2019	Gates	Christena O	I am a cabin owner in the Albion Basin. Are you making provisions for property owners in the canyon??? So sorry I cannot be at the meeting. Thanks Christena Gates	Email
122	4/5/2019	Troxell	Todd	For 30 years I've been hearing comments for the need for solutions to the traffic congestion in the Cottonwood Canyons with little done. Now the situation is reaching a crisis level. My comments offer not novel solutions, merely my viewpoint. First, I strongly believe it is equally a Big Cottonwood problem as it is a Little Cottonwood Canyon problem, BCC & LCC. Secondly, it is a year round problem, though most obviously seen during the winter on powder days. The traffic is a huge problem, but the degradation of the canyon environment is a secondary result. I believe the need for action is immediate and solutions should be tiered from quick fixes, to intermediate to long range plans and finally to pie in the sky solutions. How do we move forward and where is the revenue source to pay for these? I don't understand what is entailed in issuing a bond however if this is feasible, I would recommend issuing a bond to help fund work immediately. I would immediately establish toll booths at the bottoms of both BCC, LCC and also near Bonanza Flats below Guardsman Pass on the Park City side of BCC during non winter months. The proceeds from the tolls would be used to pay off the bond so the bond could be retired with users fees as compared to tax revenue. The toll booths should largely be electronic, I suspect the majority of users are frequent users. All rental cars should have the appropriate device to pay the toll. This is done on the East Coast where toll roads are ubiquitous. The toll would provide revenue, discourage joy riders and encourage higher occupancy vehicle use. I would use the funds that become immediately available from the bond to widen both canyon roads to three lanes. During heavy use times, such as high skier use days, there should be two lanes up in the morning and then two lanes down in the afternoon. The second lane should be reserved for buses and HOV, four person per vehicle? This would reward the use of public transit and carpooling. An added benefit of the third lane is it could be used as bike lanes, up and down, during non winter months on lower traffic days. If the majority of cars going up the canyons had 4 passengers, the number of cars would be significantly diminished, provide a significant and more efficient use of the limited parking at the resorts. Ski resorts are more limited by parking capacity than they are by their uphill lift capacity. Thus, they would benefit from a higher number of skier days. With this huge incentive, a carpooling app and designated carpooling lots would thrive. Next, I would use the bond funds to construct avalanche sheds over the known slide paths so there is much less need to close the canyons on storm days, thus decreasing the backup waiting for the canyons to open in the morning and down traffic in the afternoon. Another issue which impedes the flow of traffic on storm days are vehicles that are ill suited for winter driving conditions. Sure there are days when the authorities check for chains or 4x4 but often this is too little too late. It only takes one or two vehicles to get in an accident to holdup thousands of others. Canyon closures due to avalanches and accidents decrease resort revenues. There are many vehicles already up the canyons with bald tires, rear wheel drive, etc. Make 4x4 mandatory from November thru April. Those without 4x4 would use public transit or carpool. This would be a boon for the car rental industry and increase tax revenue from the out of state visitors. The electronic toll fobs could be programmed to certify that the vehicle is 4x4. The cost to the county and state would be diminished due to the avalanche sheds and mandatory 4x4 requirements, not having to regulate the vehicles going up the canyon, handling accidents and less plowing. Hefty fines could be levied against vehicles which are not 4x4 that end up in the canyons during winter months. This would easily be enforced by a quick drive through the parking lots in the canyons a few times a day by the enforcing agency. Finally, I would have the traffic engineers come up with the best workable solutions for traffic management at the mouths of both canyons and institute them. The toll cost should be significant to generate revenue and encourage good behavior. Should a car with four people in it pay less? I would say no, the cost is spread between four people and they have access to the HOV lane which should be a high enough incentive. Property owners in the canyons should be able to buy a yearly pass at a nominal cost. People who want to buy a yearly pass and have access to the HOV lane should pay a hefty price, how much does a Black Pass or Seven Summits membership cost at Snowbird? This may all seem elitist, and it does, however when skis cost \$1,000, a daily lift ticket is over \$100 and Vail charges \$25 to park, who are we kidding. Even during the summer, driving up and down the canyon probably costs \$5 in gasoline, wear & tear on their vehicle. A \$5 toll fee therefore does not seem prohibitive or out of line. The generated funds could be used to run free shuttles up and down the canyons during non winter months. A limited version of this has been a success, taking hikers up to Albion Basin in LCC. Toll revenues generated could be used toward increased trail head parking, environmental restoration, trail maintenance, improved bathroom facilities, etc. Baring adverse environmental studies and lengthy lawsuits the above proposed solutions could be acted upon relatively quickly. This would allow planners to come up with more long range plans such as; passenger gondolas ferrying people up and down the canyons continuously, trains, tunnels, etc. If any or all these are feasible they would take considerable time to be acted upon and the time to act is now. Toll revenues could be used to help fund these long-range projects. I do not strongly support linking the canyons, and /or Park City, with additional ski lifts. My suggestions would provide for more efficient travel up and down the canyons, encourage environmentally beneficial behavior, provide a short term solution by relying largely on user fees and not general tax funds to pay for them. The suggestions would result in an increase in tax revenues through increased lift ticket sales, rental car revenues, etc. It would provide for an overall increased user experience and fund canyon restoration / improvements	Email
123	4/5/2019	Keigley	Carolyn	SHORT TERM SOLUTION THAT CAN GO INTO AFFECT THIS YEAR One of the ideas that have floated is creating a large parking lot near the canyons. That will take time and will not solve the solution of bringing that many cars on Wasatch Blvd. 1. Another idea that I have mentioned to Ralph Becker is to have the four major ski resorts in the two canyon lease a large parking lot in the center of the valley near freeways etc. Then have dedicated UTA buses for each resort to take their customer directly to that resort with no other stops. This way the customers have a guaranteed parking spot and a faster bus ride with no other stops. This might encourage bus ridership behaviors. 2. At the same parking areas private shuttle service companies such as those used in the summer that bikers use to get to Guardsman Pass, could be available to smaller ridership at times that riderships order via mobile apps throughout the day. This could also operate at other locations throughout the area but away Wasatch Blvd. LONGTERM SOLUTION Fifty years from now, buses, car pools, etc. will simply never be enough to reduce the amount of traffic with the increased population of the two valleys that use these two canyons! I like the idea of gondolas year around in BCC such as other countries have. I believe that families and individuals would find this experience would be worth their cost because of the adventure and beauty they	Email

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				<p>would see. Gondolas could stop at all hiking trail ends as well as the resorts. Eventually something like this will have to be done and paid for by the state. This would also address the air pollution caused by cars, etc.</p> <p>FACT - THOSE WHO ENCOURAGE TOURISM HAVE A RESPONSIBLY, (Ski resorts and the state of Utah who spends \$\$\$\$ to increase tourism for the economy):</p> <ul style="list-style-type: none"> <li>* They have a responsibility to solve this problem NOW</li> <li>* They have a responsibility to provide and seek funding for these problems NOW</li> <li>* They have a responsibility to provide and seek funding for the cost of providing public safety funds for the millions who visit these canyons - NOW</li> </ul> <p>In regards to this last item -"They have a responsibility to provide and seek funding for the cost of providing public safety funds for the millions who visit these canyons" -In other areas that tourism is encouraged such as Temple Square or even just malls there are multiple local business that gain from these large number of visitors in terms of sales. These sales then add to the municipalities with sales taxes to pay for the costs of funding public safety services and roads, transportation etc. This is not true in the case of BCC where there are only three business, two resorts and one little restaurant. One can look at the feasibility study that was done for the Town of Brighton in 2018 and it will be discovered that the sales tax revenue in BCC is not enough to support the costs of public safety in BCC for all of the visitors. So who is responsible and who should pay for that cost of public safety that the state and the resorts encourage millions of visitors to continue? The 262 full time residents? No way! If the entire state is benefiting from the canyons' millions of visitation, then the entire state is responsible!</p> <p>Lastly and on an even longer future look ahead - The two Cottonwood Canyons are recognized as treasures and they need to be protected just like other public lands that are regarded as treasures and set aside in unique ways. Eventually the canyons will need to limit the number of cars that travel these two roads and tolling will not solve this problem except for the poor. With a good public transportation plan in place cars need to be limited to safety service vehicles, delivery vehicles, and residents with caps on future residential development. Business that provide lodging or meals could provide their guests with passes to enter and park on their land, one time in and one time out. The same with camping grounds but those passes would not be used for other parking areas such as trail heads. Those customers and residents would need to take public transportation to trail heads. This model would look much like at Denali National Park but on a larger scale due to the development that is already here in the canyons. I know this sounds rather extreme but eventually something like this will have to occur and in the end the environment and the experiences of being in the canyon will improve dramatically.</p>	
124	4/5/2019	Whicker	Andrew	<p>Hi,</p> <p>I would like to recommend a Zion Park bus system as a solution. Zion Park moves many many visitors without much difficulty using a constant flow of buses up and down the canyon. Personal vehicles are not allowed inside of normal operating hours.</p> <p>This solution wouldn't require any more road construction, but would obviously require parking lot construction at the mouth of the canyon.</p> <p>Let me know what you think.</p> <p>Thanks and cheers,</p>	Email
125	4/5/2019	Martin	Jeff M.	<p>As a resident of Cottonwood Heights, and a very frequent visitor to the canyons I have been troubled by the abuse of the canyons.</p> <p>It is not only the traffic and parking, but people abusing trails and leaving trash everywhere. There has a rapid influx of overly rude and aggressive people overwhelming the areas. As much as we enjoy the canyons, we take joy in others experiencing the areas as well.</p> <p>We have heard of ideas to have usage fees for popular trails, and other ideas. My wife and I are very much in favor of a toll for the canyons, similar to Millcreek Canyon. Gladly would we purchase annual passes and the revenue could be used for trail maintenance, road improvements and several other needs.</p> <p>Thank you, Jeff</p>	Email
126	4/5/2019	McNeil	Andrew	<p>First I need to apologize I have not read comments, impact statements or literature about the traffic problems in Little Cottonwood. I have just have been driving the canyon for the last thirty years, mainly in the winter time to ski. It would seem to make sense that getting people out of cars and onto buses is part of the answer. Some people could be appealed to by cost savings and many more by time savings. If a dedicated bus lane could be created (with pull outs) for buses coming the other direction it would be quicker to take the bus than to drive. Doing this coupled with a toll (maybe a heavy toll) for driving would make people get out of their cars and on the bus. The overall time of parking, loading and unloading the bus would have to quicker than doing it in an automobile for it to be successful.</p> <p>Building an additional lane would have to less expensive the constructing a rail system.</p>	Email
127	4/5/2019	Ricker	Holly	<p>Stoked you guys are doing this. Several times over the past 3 years I have turned around sick of waiting in traffic. Last year I had to pull an illegal left turn to get in to big cottonwood so I could get to clinic where I am a provider because we already had a patient and I had been stuck in traffic for over 2 hours not even able to get IN to the canyon, let alone up to clinic!</p> <ol style="list-style-type: none"> <li>1. Rental cars. There needs to be a better place for police to check cars for snow tires or chains- the day I referred to above in Big, the police were about 1/2 mile up from 7-11 and there were like 3 rental sedans in a row that spent 5 minutes arguing before each heading back down canyon - that was the cause of the bottle neck! Once I passed the police- NO TRAFFIC!</li> <li>2. Build huge parking structure at bases of canyons and at the current park and ride lots and NO PRIVATE VEHICLES up the canyon. People think it will be inconvenient to not have their cars, until they are not stuck in traffic. There are villages in Europe where you can't have cars and things are smooth without wait. Then either have busses or a train.</li> <li>3. If you do a toll make it high to encourage change. We need to be limiting traffic in general so tolls would be my least favorite choice.</li> </ol>	Email
128	4/5/2019	Meegan	Sean	<p>Please – no tolls – that is limiting access.</p> <p>Solution:</p> <p>No single-driver passenger vehicle uphill traffic between 7:30 AM and 12:00 PM Dec 1 – Mar 31.</p> <p>Expand UTA bus service to 15 min intervals (RELIABLY!) during those times. Make it free to rider, but charge resort.</p> <p>Provide police escort to busses to bypass backed up traffic as needed</p> <p>I'm sure UDOT has the data, but during my 50+ days skiing this year, I've paid attention and even did some data collection a few storm days walking up and down the line while waiting for canyon to open: 40% of vehicles on storm days are single-driver vehicles. Get rid of those and you'll really loosen things up.</p> <p>I would also recommend looking at Snowbird and Alta and tax them on a utilization basis for cars parked on road or something. They need to add parking structures (maybe a few</p>	Email

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				levels BELOW ground, like at City Creek downtown) or pay up. They agreed to the IKON pass deal (deal with the devil, if you ask me) and their crowding is worse than it's ever been. If they are going to suck in all that cash from 20-30% increased winter visitation, they should pay for the impact.	
129	4/5/2019	Steward	Matthew A.	If you think about this like an economist. The problem is excessive demand for private vehicle transportation at peak times. Then the solution is to disincentive demand and provide an attractive alternative. An economist would disincentive demand through pricing. Here, demand based tolling. Attractive alternative is improved bus service. Direct buses from demand locations to demand destinations For example, an Alta bus on wknds from rice Eccles stadium or similar parking lots not heavily used during the wknds. Subsidize mass transit with the toll (which should be quite expensive IMO) and possibly additional fee on lift tickets. Second, have UDOT enforce 4x4/chain restrictions based upon forecast not just existing conditions. Look at feasibility of snow bridges at most problematic slide paths.	Email
130	4/5/2019	Schaefermeyer	Robert	To Whom It May Concern: I haven't traveled along SR-190 in Big Cottonwood Canyon and SR-210 in Little Cottonwood Canyon in many years. One thing that is apparent from news reports is the Cottonwood Canyons are more popular for recreation than they were 20 years ago. The majority of the complaints center around traffic and the parking needs. Parking concerns are centered around trail heads and ski resorts. With these items in mind I have the following suggestions. Make SR-190 and SR-210 toll roads with tolls to be collected upon exiting the canyon. Use those tolls to help pay for expansion of the Park and Ride lots at and near the mouth of each canyon and expansion of SR-190 and SR-210 to include carpool lanes and bus pull outs at the trail heads. Expansion of the Park and Ride lots could include parking garages. Naturally the tolls would not apply to those who live and/or have employment within the canyons. The tolls could be discounted for those who carpool based on the number of passengers. Some of the funding generated by the Toll could be used to change the bus routes into a Bus Rapid Transit line, operated by UTA year round. Buses as opposed to light rail, offer a way to provide a cheaper means of mass transit. Yes, tolls are not popular but those who use the canyon should pay for the use of the infrastructure needed to curb traffic. Thank you for your time,	Email
131	4/5/2019	Olsen-Tank	Frank	1. Avalanche tunnels should be installed to mitigate the road closures during peak user demand. 2. Increased parking for bus users. Very often I would try to use the bus and could not because the lot was full. 3. If user demand warrants it increase the frequency of the buses. 4. Continue practice of free bus acces to season pas holders. 5. Enforce the traffic rules of 4x4, Snow tires or chains on when snow conditions warrant it. How many times have the delays been caused by ill equipped cars trying to navigate the canyons? Casual observation, rental cars are ill equipped for snow in the canyons. 6. Any infrastructure improvements should include better/safer bicycle access. 7. Any infrastructure improvements must be accompanied the requisite increase in maintenance funding to keep the new assets in a state of good repair. 8. My comments are based on spending my professional career in high density public transportation, commuter rail in the New York City region. I do not see the the requisite number of users to warrant a train or tram, even in the peak demand periods. Unless the system reaches into the Park City region and can be used as a fast, economical alternative for daily commutation. Thanks for opportunity to submit comments. And good luck trying to solve a problem that will have many vocal critics. Frank Olsen-Tank	Website
132	4/5/2019	Bearnson	Gill	I believe that in the long term we should put rail transportation into the canyons. Advantages are: 1) high peak volume, 2) dependable schedule, 3) can tunnel thru mountains with narrow footprint, 4) does not contribute to visual blight on the setting like a gondola will. If you're serious about moving people thru a narrow space, all other solutions are inferior- especially gondola.	Website
133	4/5/2019	Crockett	Geoffrey	I believe the best sustainable plan is to build very large parking structures at the base of the canyon and a continuously running gondola from that structure up the canyon. There can be several stops along the way allowing for passengers to get on and off. This is already in use around the world in places as near as Breckinridge and Telluride and in Courmayeur Italy. It solves the problem on many levels. The only hindrance is the cost. But you can recoup costs through charging for parking and riding at the structure. Please consider this strongly. It can be attractive and non impactful to the environment much like is done all over Europe.	Website
134	4/5/2019	Stoker	Lawrence	While I understand and observe the traffic problems in the canyons, I am vehemently against any tolling. I paid over \$20k in federal income taxes and \$10k in state income taxes in 2018. I have paid to use my public lands. It appears as if the bigger issue is the traffic surrounding the ski areas. Despite an astronomical increase in lift ticket prices, that has not curtailed visitation. The burden and cost of alleviating traffic should be placed on the primary generators of the usage: ski resorts. Dispersed users (backcountry skiers, hikers, climbers), while clogging trailheads, are still a small overall percentage of users.	Website
135	4/5/2019	Ozkan	Dogan	Join the UDOT Little Cottonwood Canyon Environmental Impact Statement (LCC EIS) study team and the Central Wasatch Commission (CWC) at a public open house to learn more about both the LCC EIS and the Cottonwood Canyons Transportation Action Plan (CCTAP), past efforts that inform the current studies, and the role of UDOT and the CWC in the studies. You'll also be able to leave comments for the study team. UDOT and the CWC invite you participate in the process. The open house is Tuesday, April 9th, 4 -- 8 p.m. at Cottonwood Heights City Hall (2277 E Bengal Boulevard) The comment period for the LCC EIS is now open. Official public comments can be made at the open house, by emailing littlecottonwoodeis@utah.gov, by submitting a comment online at www.udot.utah.gov/littlecottonwoodeis, or by sending a letter to: LCC EIS Project Team, C/O HDR, 2825 E. Cottonwood Parkway, Suite 200, Salt Lake City, UT 84121-7077. Comments specific to the Cottonwood Canyons Transportation Action Plan (CCTAP) can be emailed The LCC EIS will take the solutions found in past studies to the next level - more detail on the potential solutions and environmental evaluations leading to a decision that can be implemented. The LCC EIS will address roadway capacity, avalanche mitigation, trailhead parking, and Wasatch Boulevard improvements. The Notice of Intent (NOI) for the LCC EIS was recently amended to include future transit improvements, and roadway capacity improvements following the legislature's \$13 million dollar allocation to UDOT to purchase land for a future transit hub, and the release of the Wasatch Front Regional Council's 2019-2050 Regional Transportation Plan (RTP), which identifies roadway capacity improvements including an additional lane in Little Cottonwood Canyon and a need for transit improvements. Because of these recent developments, UDOT will include roadway capacity improvements in the LCC EIS to evaluate the environmental impacts of proposed future transportation solutions. Moving forward, the LCC EIS will identify and receive input on the appropriate use of an additional capacity lane. The current comment period for the LCC EIS will be extended an additional 30 days after the new NOI is released. The LCC EIS project team will send a notification when the	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				revised NOI is released to provide you time to review and prepare comments. The CCTAP will develop a prioritized list of transportation projects for implementation in both Big and Little Cottonwood Canyons with recommended funding pathways. The CCTAP will evaluate the potential for: tolling, transit options such as bus, rail and gondola, pedestrian and bike improvements, and parking structures.	
137	4/5/2019	Bartholomew	Keith	Whatever solution emerges from this analysis must demonstrate the ability to substantially reduce auto trips to/from the canyon.	Website
138	4/5/2019	Turville	Adam	Stakeholders should be willing to spend more now to implement an efficient mode of transportation that improves air quality and reduces parking constraints than trying to skimp now and have to upgrade or redo it later. A rail system is going to be more widely adopted than any bus system due to the (unfortunate) stigma of bus systems. I'm a bus rider and avid skier and biker, but most people I know who ski and use the canyons in the summer are simply never going to take the bus. I fully support increased costs associated with rail, tunneling and avalanche sheds in the canyons as well as parking structures and improved mass transit connections at park n' rides in the valley.	Website
139	4/5/2019	McLeod	Scott	THANK YOU. This is a big challenge and will undoubtedly stir strong emotions. I use Big and Little for many different outdoor activities, and as such have been wrestling with this issue for quite some time. I am a resort and back country skier, a rock climber, a boulderer, a fisher, an archery hunter, a trailrunner, and I'm sure I am forgetting something. I say this because I think a BIG challenge in solving the traffic challenge is that people will want to access the outdoors at various points along the canyons. It is not simply a valley to ski resort problem. Because of this, Trains, Gondolas, and even buses will not adequately address the problem. Boulderers want to stop at their boulders, hiker/runners want to stop at their trailhead, back country skiers too. Archery hunters want to get up at 4am and drive to their trailhead. Users also crave convenience. People moved to SLC because they can do all this before/after work - unlike Denver. This means that buses will not get used even if we add more. Having considered all this, I think we have to think outside of the box, something Silicon Valley is very good at. Personal vehicles are very good at flexibility. They don't operate on rigid schedules, they don't make stops at every point along the road, they drive at a reasonable pace, etc. My proposed solution is a well-designed RIDE SHARE system. Imagine a system where only a certain number of vehicles are allowed up the canyons on any given day (likely seasonal), say something like Mexico City with license plate numbers or stickers or something. Then, a modern day phone app that allows people to meet up at the base of the canyons and drive up the canyon in a ride share fashion. If someone wants to get off at White Pine, they can. If they want to get off at the Great White Icicle, they can. This would limit the number of vehicles in the canyon, be flexible and efficient, be relatively faster for everyone, and have minimal environmental impact. OF COURSE, THE BIG ELEPHANT IS PARKING at the base of the canyons. Right now, wealthy land developers want all the land at the base of the canyons. They can't have it. To protect the shared, public resource of Big and Little CC, we need to create significant public parking at the base - I jokingly sing to my friends, "Save paradise, and put up parking lot - oooooh bop bop bop." But it is true. I think the best infrastructure investment would be in large, underground, aesthetically pleasing parking lots at the base of both Big and Little, and perhaps more on Wasatch Blvd. Public Parking and Ride Share technology is the future of the Canyons in my opinion. Everything else will rely too much on the state, be too rigid/temporary, and incentivize people to cheat.	Website
141	4/5/2019	Steward	Matt	There are relatively easy and inexpensive mitigating solutions that should have been put in place years ago including carpool requirements during peak use and better bus service. The bus service needs to be more user friendly. For example there needs to be separate Snowbird and Alta routes. It can take almost 30 minutes to get from Entry 1 to Albion which discourages use. Longer term there needs to be a toll system that is demand based and investment in snow bridges at the most problematic slide paths. IT should be apparent to anyone paying attention that the user experience in both BCC and LCC has been substantially degraded because of the transportation situation. Thank you.	Website
142	4/5/2019	Hayward	Rick	I support the intersection pilot concept as a starting point to help some traffic issue in LCC, with the following stipulations: 1- no parking on the shoulder of Highway 210 (along the Snowbird resort), which creates uphill traffic congestion as drivers pull into spots and pedestrians walk on Highway 210 to the ski resort and downhill congestions as these cars make "u-turns" across traffic to the downhill lane. 2- Metered lights, similar to freeway entrance ramps are needed at all merge points in LCC. Uphill at the Highway 210 and 209 merge, and downhill at all resort parking exists. Although I support the intersection pilot it is not a long term solution and a more comprehensive solution must be identified and implemented quickly.	Website
143	4/5/2019	Loken	Thomas	I have lived up BCC for over 35 years. To me, traffic congestion is becoming more of a concern, not only in winter, but summer/fall as well. I strongly support buying some of the gravel pit land for parking (and not just for a few hundred, but, a few thousand). From there, mass transit would be very convenient. I believe that making it convenient for all riders is the key to its success. I also would support a toll booth as a way to promote mass transit or at least promote car pooling. I do not favor increased parking up the canyon. Thank You, and good luck on your efforts. Thomas Loken	Website
144	4/5/2019	Smith	Kathryn	As a 14 year resident of Utah I've seen the canyons get busier and busier each year. I agree that new public transit is needed. I would support a shuttle bus system that is mandatory unless you have more than 3 people in a private vehicle. Private vehicles with more than two people should be allowed, but I don't think single or perhaps even two-person vehicles should be allowed to travel up the canyon during high-congestion times.	Website
145	4/5/2019	Smith	Jon	I recently went to Jackson and for their parking lot they had a policy that if you had less than three people in your car it was \$15. This was a great way to motivate people to carpool instead of paying. We ensured everyday that we had 4 or 5 people in our car. I'm sure around 50% of the cars driving up LCC are solo or double riders. This could at least start on the weekend and see how it goes.	Website
146	4/5/2019	Sabin	Steve	I use little cottonwood canyon frequently to ski and hike. The busiest areas for the canyon are during the winter due to weather, congestion, etc. I live in Lehi and know that many others in Utah county access the canyon to ski. I believe access to Snowbird from American Fork Canyon would dramatically decrease congestion on heavy ski days and would also eliminate the travel time (and the contributing pollution) that goes with travel from Utah county. Also, because little cottonwood is such a narrow canyon, if more transportation is put in (train, monorail, etc.) I would prefer it be right next to the road so the environment is not disturbed more than it has to be. Thank you!	Website
147	4/5/2019	Hogan	Jannie	Reducing the individual car traffic in the canyons will solve congestion at the trailheads and the ski areas. Along with reducing air pollution and the impact on the animals. UTA busses, and mandatory 3 or more people to a car are simple solutions.	Website
148	4/5/2019	Wake	Douglas	I have two thoughts. Both have to do with limiting single rider vehicles in the canyon. Perhaps implement a graduated tolling system where vehicles with 4+ occupants are not tolled, while vehicles with less have a gradually higher toll, increasing to a large toll at 1 occupant. This tolling income can be used to fund increased bus service and expansion of park and rides (currently too small). Or, and this is more radical (but what I prefer), ban single riders entirely. Force them to ride public transit up the canyon. Enforce at entrance. Provide passes for resort employees and canyon residents, but tourists/recreants are restricted in needing to carpool or facing high tolls.	Website
149	4/5/2019	Sikonia	Justin	The most critical avalanche paths with respect to uncontrolled, observed road events and residual avalanche risk are the Tanners, White Pine Chutes, White Pine, and Little Pine avalanche paths. It seems that these paths should have a snow shed built. This would alleviate road closures, emergency personnel when an avalanche closes the road and improve water and air quality (less machinery needed to clear the road and less salt/sand) needed in the roadway.	Website



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
150	4/5/2019	Sikonia	Justin	Parking at the bottom of Little Cottonwood Canyon in the park and ride lot needs significant expansion. Consider a multi-story type structure that is partially built underground. In countless instances I would have preferred to take the bus, but after finding no parking I would end up driving. If the structure was built into the slope it could still be partially open to allow light. Have the concrete be visually similar to the type of rocks found in the area. This would improve air quality by having more people use the bus and alleviate on road parking issues up canyon.	Website
151	4/5/2019	Sikonia	Justin	There should be a dramatic increase in parking at the Big Cottonwood Canyon Park & Ride. A multi-story type structure should be built. Many times I would prefer to take the bus up to LCC, but no parking was available at BCC park and ride nor LCC park and ride. Parking at BCC if available would be my preferred option as closer to the freeway. If additional parkway was at BCC park and ride this would alleviate traffic heading south on Wasatch Blvd. This would reduce vehicles and allow for better access for the local residents. In addition, this would improve air quality by increasing bus ridership.	Website
152	4/5/2019	Dorsey	Eric	Train, put a year round train in both canyons and be proactive and solve the problem NOW. Why put it off when a train would solve all the issues? Id rather pay for a train than unsustainable options like a toll road... And youre considering another lane in LCC as an,option? How out of touch are you and did your study teach you NOTHING? The issue is there is no more parking up the canyons, jamming more cars on the road will do nothing except show,how incompetent you are. Build a train, now.	Website
153	4/5/2019	Keigley	Carolyn	<p><b>SHORT TERM SOLUTION THAT CAN GO INTO AFFECT THIS YEAR</b></p> <p>One of the ideas that have floated is creating a large parking lot near the canyons. That will take time and will not solve the solution of bringing that many cars on Wasatch Blvd.</p> <ol style="list-style-type: none"> <li>1. Another idea that I have mentioned to Ralph Becker is to have the four major ski resorts in the two canyon lease a large parking lot in the center of the valley near freeways etc. Then have dedicated UTA buses for each resort to take their customer directly to that resort with no other stops. This way the customers have a guaranteed parking spot and a faster bus ride with no other stops. This might encourage bus ridership behaviors.</li> <li>2. At the same parking areas private shuttle service companies such as those used in the summer that bikers use to get to Guardsman Pass, could be available to smaller ridership at times that riderships order via mobile apps throughout the day. This could also operate at other locations throughout the area but away Wasatch Blvd.</li> </ol> <p><b>LONGTERM SOLUTION</b></p> <p>Fifty years from now, buses, car pools, etc. will simply never be enough to reduce the amount of traffic with the increased population of the two valleys that use these two canyons! I like the idea of gondolas year around in BCC such as other countries have. I believe that families and individuals would find this experience would be worth their cost because of the adventure and beauty they would see. Gondolas could stop at all hiking trail ends as well as the resorts. Eventually something like this will have to be done and paid for by the state. This would also address the air pollution caused by cars, etc.</p> <p><b>FACT - THOSE WHO ENCOURAGE TOURISM HAVE A RESPONSIBILITY, (Ski resorts and the state of Utah who spends \$\$\$\$ to increase tourism for the economy):</b></p> <ul style="list-style-type: none"> <li>* They have a responsibility to solve this problem NOW</li> <li>* They have a responsibility to provide and seek funding for these problems NOW</li> <li>* They have a responsibility to provide and seek funding for the cost of providing public safety funds for the millions who visit these canyons</li> </ul> <p><b>NOW:</b> In regards to this last item -"They have a responsibility to provide and seek funding for the cost of providing public safety funds for the millions who visit these canyons" - In other areas that tourism is encouraged such as Temple Square or even just malls there are multiple local business that gain from these large number of visitors in terms of sales. These sales then add to the municipalities with sales taxes to pay for the costs of funding public safety services and roads, transportation etc. This is not true in the case of BCC where there are only three business, two resorts and one little restaurant. One can look at the feasibility study that was done for the Town of Brighton in 2018 and it will be discovered that the sales tax revenue in BCC is not enough to support the costs of public safety in BCC for all of the visitors. So who is responsible and who should pay for that cost of public safety that the state and the resorts encourage millions of visitors to continue? The 262 full time residents? No way! If the entire state is benefiting from the canyons' millions of visitation, then the entire state is responsible!</p> <p>Lastly and on an even longer future look ahead - The two Cottonwood Canyons are recognized as treasures and they need to be protected just like other public lands that are regarded as treasures and set aside in unique ways. Eventually the canyons will need to limit the number of cars that travel these two roads and tolling will not solve this problem except for the poor. With a good public transportation plan in place cars need to be limited to safety service vehicles, delivery vehicles, and residents with caps on future residential development. Business that provide lodging or meals could provide their guests with passes to enter and park on their land, one time in and one time out. The same with camping grounds but those passes would not be used for other parking areas such as trail heads. Those customers and residents would need to take public transportation to trail heads. This model would look much like at Denali National Park but on a larger scale due to the development that is already here in the canyons. I know this sounds rather extreme but eventually something like this will have to occur and in the end the environment and the experiences of being in the canyon will improve dramatically.</p>	Website
155	4/5/2019	Mullany	Sean	We need a train and more park and rids. Until public transit gets priority people will continue to drive up in single occupancy vehicles. As a ski patroller I take a shuttle everyday to work and generally avoid traffic because we are up before most public and leave after the red snake has calmed down. A train or a European detachable tram (multiple cars) would greatly alleviate traffic	Website
156	4/5/2019	Bates	Henry	With the ridiculous amount of people traveling up the canyons I think a toll and a gondola system need to be put into place, especially in Little Cottonwood Canyon. The gondola could be free to season pass holders, but the toll would be a pay every time you go up.	Website
157	4/5/2019	Elias	Koby	To Whom It May Concern, I have been living in the Salt Lake Valley for the last 5 years and seen the traffic steadily increase over that time. Now it often prohibits me from accessing the canyons on certain days. This is obviously a problem for me personally as it interrupts my recreation. But I think this is a significant problem for the larger Salt Lake Valley economy. The access to amenities in the cottonwood canyons is a significant driver of the in-migration population growth to the Salt Lake Valley over the last decade. It is certainly why I moved to the area from my home on the east coast. Easy mountain access from an urban center is a significant draw for many people and it is a significant reason why Salt Lake City is able to retain talent (at lower wages) than other urban centers. Cities like Denver, Seattle, and San Francisco have ostensible access to mountains but transportation issues often make this access difficult and dilutes this amenity as a draw for the population. My argument here is that the quality of life that the Wasatch offers essentially subsidizes the wages of the companies of the Valley, particularly when they have to recruit from out of state. They are able to pay less because they can tell employees that they can ski on a powder day till 11am and then work late. Perhaps some of these company recognize this fact and would be willing to contribute to maintaining quick and easy access to the cottonwood canyons.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				I know that I would certainly be willing to pay for quicker and easier access to the cottonwoods. I would love regular, streamlined public transit option to get up the canyons as well. Thanks, Koby	
158	4/5/2019	Scheer	David	Considering ways of reducing congestion in the Cottonwood canyons, the main issue is capacity. Roughly 4,600 visitors enter Little Cottonwood Canyon on an average day during the ski season. Another issue is convenience for visitors. Long lines will discourage use of transit. This excludes systems such as trains that transport large numbers of people in a single vehicle. Tolls would make an already expensive sport even more so and would be regressive. Although tolls would provide incentive for people to carpool, they would not serve to eliminate traffic jams at peak hours. I believe the best solution is to close the canyon to all traffic except buses and specially licensed shuttles. A sample design of a bus system: Stations at base of canyon, Alta and Snowbird. Transport 4600 people over a 3-hour period- 1,533 people an hour. Bus capacity of 45, loading/unloading time 8 minutes. Transit time 15 minutes each way (8 mi. @ 32 mph) -> 26 buses needed. (Stations farther from canyon lengthen travel time and increase number of buses needed.) Parallel loading is essential- 5 buses need to be at a station at any given time to allow a departure every 1.8 minutes. Computerized signage directs people to next available bus. Average of 2.6 people per car -> base parking capacity 1,770 spaces.	Website
159	4/5/2019	Struve	Jim	Please make bold and decisive decisions to resolve the traffic issues in both canyons. Top of the list considerations should be a mandatory bus or train system - very restrictive access to cars and reliable frequent public transportation and parking somewhere in base areas of both canyons. Tolls will only separate the haves from the have nots and will not resolve the underlying issues resulting from too much volume of traffic.	Website
160	4/5/2019	Sikonia	Justin	Institute a combined Big and Little Cottonwood vehicle access pass. Sell one day, one week and annual passes. Something like \$8 for one day, \$25 for a week and \$50 for a year. This would be a per vehicle charge. Money would go to trail improvement, restroom improvement, improved bus service, improved bicycle safety an/or dedicated biking lane and parking structures. No charge for taking the bus. The fee would be on a per car basis. It seems that the people who want to use these resources should be paying more for them. The argument regarding this impacts the poor is that there is no charge for taking the bus. If people want the luxury of driving up the canyon there should be an additional cost for that.	Website
161	4/5/2019	Sikonia	Justin	Why does RTP Identification Number S-163 (snow shed) have a date all the way out to Phase 3: 2035 to 2040? Per 1.2.1 Purpose of the Project The purpose of the Little Cottonwood Canyon Project is to substantially enhance safety and improve mobility with respect to managing avalanche risk; The first sentence specifically addresses safety, improved mobility and reducing avalanche risks. That is exactly what snow shed do. Why the wait for 20 years? This seems like a common sense solution that should have been adopted decades ago. Snow sheds reduce hazards to cars, reduce hazards to vehicles and state highway and police workers, they reduce air pollution by eliminating idling when the road is closed and they improve water quality by a reduced need for road salt/sand/de-icing material. Implementing snow sheds in such a highly traveled area that is extremely avalanche prone should be implemented in multiple locations and sooner in phase.	Website
162	4/5/2019	McCormick	Brent	I have worked up LCC for the past 18 years. This year has been very difficult to manage a good work life balance. Because commute times were impacted for many different reasons. I see there are many issues to address. Curious, how come there isn't a penalty for people who dis-obey the 4WD/Chains/Snow tires rule? Please consider short term change like what as been done in Zions National Park - Bus service only into the park. With light-rail being a longer term solution. Thanks, Brent	Website
163	4/5/2019	Preite	Bob	I have been an Alta pass holder for over 30 years and most days traffic is not an issue unless the road opening is delayed due to avy control or bad roads and this impacts both up and down traffic. The new gasx avy systems have helped get the canyon open sooner - install more of these! On the busy days, the traffic down the canyon is slow and that is because people stayed all day to enjoy the greatest snow on earth - an hour drive down the canyon is a small price to pay for this incredible opportunity. I think another flex lane might help 2 lanes up, then 2 lanes down. I think the study should determine how many days are really bad - i ski over 70 days a year and there is only a handful of days that are extreme and usually weather related and traffic going as fast as the conditions will allow - i have no issue going down the canyon at 5 MPH if no body crashes and we all get home safely. If the skiers chose to go up and then stay all day during a storm, then they know the consequence is a slow, long drive down the canyon, which most of us accept. A bigger issue is where to allow the cars to park waiting for the canyon to open - Sandy police keep changing where you can park, how you can park and force cars to move all over the place - just widen the shoulder to allow the cars to stage, not block the road ways but do not force them back into the "hiding" neighborhoods??? Until the ski resorts figure out the way to park more cars, another approach is to just track the number of cars going up and when the max is reached, close the canyon to uphill traffic. Tolls, Trains and gondolas will be way too expensive and you still have to figure out where to park the cars?? Do not make this into a bigger issue than it needs to be for just a small percentage of the days where there is an issue!!!	Website
165	4/6/2019	Purjes	Dan	Hello, I would like to urge the authorities analyzing and deciding on plans to reduce traffic in Little Cottonwood Canyon, to go with a gondola solution. This would likely be the least expensive and least impactful solution. Telluride has implemented a gondola solution to similar traffic concerns. A gondola travels from the actual town of Telluride up to the base of the ski resort in what is called Mountain Village. The gondola makes one stop along this route. Before the gondola was installed, there was horrendous traffic between Telluride and Mountain Village. Now, there is relatively little traffic. Most people drive to Mountain Village to check into their hotel or condo, and leave their luggage and equipment there. From then on until they depart, they use the gondola back and forth between the town and the village. The Telluride gondola, which is long, reputedly cost about \$28 million. A gondola for Little Cottonwood Canyon would undoubtedly cost considerably more because of the much greater length involved and the need to protect the gondola from avalanches. However, even if it cost \$100 million, this might be considerably less than the other solutions being considered. It certainly would have less environmental impact than a railroad or other solutions. The Telluride gondola is free, but I believe that most people would not object to a modest fee of \$1 or so to ride the gondola. It would be an adventure in itself. Over time, that fee would pay for the cost to operate the gondola and perhaps part of its construction cost. Thank you for considering this suggestion,	Email

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
166	4/6/2019	Concannon	Jacqueline	I was planning on attending the open house on 4/9 at cottonwood heights city hall to discuss the cottonwood canyon traffic issue. From the interest I've heard from people wanting to attending this meeting, you will most likely have over 1000 people show up. The biggest room at the CH city hall (community room) is 2400 square feet. I hosted a meeting there in february for not quite 200 people and the room was full. I would highly suggest moving the meeting to a bigger venue. If you have people who show up to discuss the issue and aren't allowed in for space issues, you will have an angry mob on your hands. Jason Chaffetz had a town hall meeting a few years ago and many people who showed up weren't allowed in. People were already angry about the situation and this made it much worse: <a href="https://www.chicagotribune.com/news/nationworld/politics/ct-jason-chaffetz-town-hall-utah-20170209-story.html">https://www.chicagotribune.com/news/nationworld/politics/ct-jason-chaffetz-town-hall-utah-20170209-story.html</a> there is still time to re-think the venue. I would highly recommend a change so everyone who wants to hear the discussion and voice their opinion can be allowed into the meeting room Jackie concannon	Email
167	4/6/2019	Santoro	Jen	I live near Wasatch between the two Canyons and hold a Snowbird pass. I frequently take the bus. Lately however, there have been no empty parking spots at the mouth of the Canyon. There is only one other stop between my house and the mouth without having to drive backwards away from my house. With all of the talk of expensive solutions that will take years, nobody mentions the possibility of building a multi-level parking facility at the base. Yes, it will be more building. But the train or gondola idea would need that too. There are obviously people using the bus, and more would if there was more parking. Please consider this inexpensive alternative --- it's more feasible than a train or even an extra lane.	Website
169	4/6/2019	Fishman	Howard	A train or gondola system I think would be best. A toll would be the worst. The gondola or Train would require snow sheds. A toll would increase cost for an expensive sport already increasing the cost for seniors and young families. I live in Heber and my only choice is to drive for skiing in the Cottonwoods. Before i lived here I would rent a car while staying at Alta or Snowbird so we could come to the city for dining, play, concert or maybe attend a Jazz game. A toll would discourage this. A train or gondola would be like Europe and what is being proposed at Nordic Valley. Telluride uses one from town to mountain village at no charge.	Website
170	4/6/2019	Vickery	David	Congestion in LCC can only be reduced if a much larger number of skiers use public transportation. Public transportation can be made more convenient by using buses designed to accommodate skiers with their bulky and awkward equipment. There should be bus stations at the resorts that provide warm and dry waiting rooms with ample comfortable seating and free lockers with unlimited access for people to store extra clothing and equipment that they would otherwise leave in their car.	Website
171	4/6/2019	Rutemiller	Rudy	While I imagine priority of this project will be on cars, I want to note the importance of alternative transportation for the future of our canyons. Promoting buses (and parking at those bus stops), dedicated bike lanes that are safe (separate?) from traffic, as well as pedestrian paths (dirt trail is encouraged) to get into the canyons should not be under-thought. I'm very appreciative this project is happening, however I do want the developers to think 10, 15, 20 years into the future, and to not only address current issues. Right now the buses to ski resorts in winter are great, but only if you can get a spot on the bus. The buses are constantly full, and the few parking areas to get onto the buses are wildly insufficient for demand. Numerous times I've planned to take the bus only to find there's no room, and so I end up driving in the canyons. I suspect this happens VERY frequently. Even in the heat of summer these parking lots are full constantly. Bottom line, more parking and more frequent buses are needed. On a somewhat tangential note and as a resident of Cottonwood Heights, I'd love to be able to run from my front door all the way up the canyon without having to dodge traffic or run on the shoulder of roads. Dirt trail would be a huge bonus. Wasatch Blvd has lots of sketchy sections for running and biking. I know there is a solution to decrease congestion and to promote healthier modes of transportation other than personal vehicles in this project. Thank you, Rudy Rutemiller	Website
172	4/6/2019	Young	Harold	Sky Tran could be a solution, not only for the canyons but for the entire Wasatch Front. <a href="https://vimeo.com/253517920">https://vimeo.com/253517920</a>	Website
173	4/6/2019	Purjes	Dan	I would like to urge the authorities analyzing and deciding on plans to reduce traffic in Little Cottonwood Canyon, to go with a gondola solution. This would likely be the least expensive and least impactful solution. Telluride has implemented a gondola solution to similar traffic concerns. A gondola travels from the actual town of Telluride up to the base of the ski resort in what is called Mountain Village. The gondola makes one stop along this route. Before the gondola was installed, there was horrendous traffic between Telluride and Mountain Village. Now, there is relatively little traffic. Most people drive to Mountain Village to check into their hotel or condo, and leave their luggage and equipment there. From then on until they depart, they use the gondola back and forth between the town and the village. The Telluride gondola, which is long, reputedly cost about \$28 million. A gondola for Little Cottonwood Canyon would undoubtedly cost considerably more because of the much greater length involved and the need to protect the gondola from avalanches. However, even if it cost \$100 million, this might be considerably less than the other solutions being considered. It certainly would have less environmental impact than a railroad or other solutions. The Telluride gondola is free, but I believe that most people would not object to a modest fee of \$1 or so to ride the gondola. It would be an adventure in itself. Over time, that fee would pay for the cost to operate the gondola and perhaps part of its construction cost. Thank you for considering this suggestion,	Website
174	4/6/2019	Bloebaum	Drake	Would love to see a high speed train up the canyon.	Website
175	4/6/2019	Van Leeuwen	Paul	Wouldn't it be wonderful to have a monorail go up the canyon in the old train right of way.. Have it elevated so it would be eye pleasing and have it become a major tourist attraction.. I believe there are systems being tried that run on compressed air.	Website
176	4/6/2019	Hatch	Margaret	Have a bus lane so everyone is incentivized to use public transportation. Charge fees for cars. Keep changes simple and cheap, i.e. no need for train service.	Website
177	4/7/2019	Dowdall	Lexi	I am a canyon employee. I often spend the night up the canyon, especially on nights when snow is in the forecast. There is nowhere near the base of the canyon that I can park my car for 24 hours. As a result, I always drive up alone. I can't carpool, because my schedule is uncertain, and I can't use the bus because I cannot park my car at the PnR for 24-48 hrs. So I drive up alone. There is no fix for my situation. I need 24 hr parking access near the bus line to stop driving up alone.	Website
178	4/7/2019	Froerer	Logan	As a frequent user of the canyons, I'd love to see something similar to Zion, where access to the canyon is via a shuttle system. Expand parking at the base of the canyon (could the Big park and ride, or the park and ride just down Wasatch Blvd become multi-story garages?) and have the ability to ring for trailhead stops like on a city bus. I'd be willing to pay something each time, but a big chunk of that funding seems like it could come from a tolling system for cars to make the transit as affordable as possible. Cars could still go up, but pay a heftier fee, and need to pay for parking at trailheads or the resorts? I'd be thrilled to pay something for the transit, but think we should also be looking to nudge people away from driving by charging them to drive up.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
179	4/8/2019	Kendall	Karen	The only way to mitigate skier traffic is to improve bus transportation up the canyon and limit drivers. To do this you must increase parking at the bottom of the canyons - build parking structures where commuter lots already exist, and close the canyon to cars on ski weekends, especially powder days. Allow only buses to drive up. You will not get people out of their cars unless you make them. The only people allowed up the canyon are those that are staying up there at one of the resorts, and only if they have chains for their cars (half the time the issue is with people who think their all wheel drive car can handle the snowy conditions, then they spin out). Then, run buses more frequently to reduce wait time. Make sure the buses can stop along the way to drop off and pick up the back country skiers. There will no longer be a line of cars waiting to get up the canyon, it will decrease the environmental impact, and it will solve every problem. Add another lane up the canyon? Are you kidding?!	Email
180	4/8/2019	Levitt	Mimi	I tried to make a comment on this form, but it would not let me. So I am trying to comment directly to you – hope it comes through. Sorry for any inconvenience. My comment is: Buses are the way to go!! Have 3 traffic lanes up LCC, with the middle lane dedicated to buses. LCC already has 3 lanes up much of the road, so less disturbance of the environment. Thank you, Mimi	Email
181	4/8/2019	Crockett	Jacob	Hello. I do not know what the solution to canyon congestion is, but I'm convinced based on my research of induced demand (a concept I believe to be foreign to UDOT) that adding more traffic lanes is NOT the solution. Please remove that option from consideration. Thank you. Jake	Email
182	4/8/2019	Hill	Greg	Hi, I recently became aware of the study being conducted to help accommodate and mitigate traffic in Little Cottonwood Canyon. Mr. John Thomas was quoted as saying "How do we get fewer vehicles going up and down the canyon? And that will be one of the key aspects of the transit solution for our studies." Unfortunately I'm unable to attend the open house on the 9th, but I do want to contribute an idea. I presume that shuttle buses are already offered during the times when traffic is at its worst, but that the buses are under-utilized. Further, I presume that more buses could be deployed if ridership were to increase. Suppose that during the high-demand periods the buses were used as pace cars. Block all uphill traffic at the canyon until a bus is ready to depart, and when it does depart, allow some number of private cars to follow behind. It might be necessary to also provide police escort to help private drivers control their urge to pass the bus as it climbs the canyon.. I believe that a scheme like this could weaken the perception that "I'll get there faster if I drive instead of using the bus" and that more people would then choose to use the bus. The number of cars allowed to depart along with the bus could be adjusted to ensure that traffic on the canyon road remains flowing to further enhance the bus passenger experience. It may be necessary to run shuttle service from other locations where parking is available in the Sandy area in order to disperse the traffic and park-and-ride demand at the mouth of the canyon. The problem I see with tolls is that a day spent skiing is already an expensive proposition. A toll of only a few dollars will deter few from driving; a toll may have to be pretty extreme to really induce people out of their cars. If a toll is a component in the final solution, one thing that could make it more palatable is to show that the tolls collected are funding projects right there in the canyon, not going away into a general fund that does ambiguous things in some far-away place. Thanks for the work you do to help make things more enjoyable for everyone. Regards, Greg Hill	Email
185	4/8/2019	Stauss	Jack	i'm signing up for updates. also, keep grizzly wild.	Website
186	4/8/2019	Stauss	Jack	oh my apologies this is actually where real comments go. Recently I heard a UDOT guy give a presentation at a CWC meeting and he went through what he thought would be a potential partial solution to the problem. Better busing! Not just more buses, but comfortable buses that make sense for people to take. This might mean making a whole new style of bus, based around convenience for riders, as well as a third lane in the canyon that only allows the bus or 3+ occupancy vehicles. So, more direct, faster and with an incentive to actually use it. Subsidize the cost. Also the creation of transit hubs near the canyons, so one can park their car then either easily hitchhike or take a priority bus up the canyon. And finally, we need a fee structure for personal cars. Anyone without 3+ people has to pay a fee. 3+ should be prioritized. While this is being sorted out, please shut off the idea for any "aerial transit." Chairlifts and trams are not a serious way of moving people from canyon to canyon. It is a marketing gimmick that has long been pushed by Ski Utah and the resorts, it would not alleviate traffic pressures. People are still going to drive from the city and PC. People are going to continue coming. More chairlifts will not help that.	Website
187	4/8/2019	Paisley	Wayne	Install a gondola in SLC with parking for LCC. Remove all IKON / EPIC passes from BCC. Keep 2 wheel drives out!	Website
188	4/8/2019	Brunhart	Lise	It's time to have a dedicated efficient year-round natural gas shuttle bus in Big Cottonwood canyon... There are too many cars in Big Cottonwood. Bus could simply run from 3900 So to Park and Ride, up and down canyon. Add 2 more Park n' Ride stations - 1 to North ,1 to South.	Website
189	4/8/2019	Kullen	Tom	My experience: Lived in Little Cottonwood Canyon for two ski seasons in the 70s at the Goldminers Daughter and at Snowbird. Currently celebrated my 41st year working (and living) in Park City. 30 years as a volunteer ski patrolman and past 11 years as a ski instructor. Have traveled many times on Swiss railroad cog assist rr system in the Alps Solution: Why not use a cog monorail system? Advantage: Can be built over existing road system to still allow delivery, constuction, maintanance vehicles. With a about a 12 inch footprint and cog system for steep grades can span terrain obstacles without grading and impacting sensitive ecosystems. Since the rail system is so narrow, snow accumulation is mnmial and easily brushed away by lead monorail car. A raised system would eliminate impact with wildlife. Since the system is on pylons avalanche zones can be spanned. Since the system is electric, no more fumes in the canyons. Would allow for possible expansion for inter-canyon and Park City connections over rough terrain with mimimal envionmental impact. Possible manufacture: We have amazing manufacturing capabilities right here in Utah including one of the premier roller coaster designers/manufacturers. UDOT could set up it's own pylon/rail casting facility to save money. Adding a cog system from an existing monorail manufacturer would not be rocket science. They've had cog railway systems in the Alps for over a century. The monorail system allows for construction over existing roadways and infrastructure, minmal impact to terrain and wildlife migratory paths, reducing pollution, can span steep and rough terrain with mimimal enviornmental impacts, not impacted by large snowfalls due to small footprint of rail and avalanche zones could be spanned that would impact a ground based transportation systems and causes canyon closures.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
190	4/8/2019	Riffkin	Suellen	During ski season: LCC should be open for UTA buses only, between 8 am and 10 am. LCC should be open for UTA buses only, between 3 pm and 5 pm. This will necessitate larger parking areas in the valley. Some UTA buses should go direct to Snowbird. Different buses should provide direct service to Alta. A third bus route could service White Pine, Lisa's Falls, etc. Employees and residents would have a pass allowing them to use the road during the bus-only time.	Website
191	4/8/2019	Booth	Clayton	Build a train. More car lanes will just bring more traffic.	Website
192	4/8/2019	O'Mahony	Ryan	UTA transit buses are not made for ski/snowboard users. Modified buses with more seating/comfort will increase ridership. Consider adding trays on outside of bus as well.	Website
193	4/8/2019	O'Mahony	Ryan	Restrict large vehicles (cement trucks, deliveries, etc.) during peak hours.	Website
194	4/8/2019	Black	David	Build two large multilevel parking structures at the base of both canyons. Run busses, any car going up the canyon has to pay a \$10 fee or have a yearly pass \$80. This seems like the best most cost effective option. More stops along the way for various drop off/pickup points.	Website
195	4/9/2019	Logan	Darryl	It is greatly appreciated that UDOT is willing to except public comment on this issue that continues to cause major traffic issues ,safety issues , and overuse issues Having resided at the mouth of big Cottonwood Canyon for decades we continue to see the inadequate traffic flow on powder days , summer hiking days and General joyriding traffic days. The solution is not singular but multi faceted which will require similar solutions as in Millcreek with a pay fee station ,more access to public transportation and appropriate parking structures at the mouth of the canyon to allow for use of the public transportation Utahns love their canyons and easy access to the great outdoors but that does not change the fact that the infrastructure of the singular lanes of traffic of the canyons does not adequately address safety issues and a flow of traffic Our hopes as residents the Cottonwood Heights area clearly to address the need to slow the flow in manner to enjoying the outdoors without plaguing the neighborhoods with overflow parking ,debris left by those who say they love the environment , and heightened unwanted visitors seeking opportunity for criminal mischief I invite all of you on a snow day or a summer hiking day to drive through the Cottonwood Heights snowbird racquetball Drive area to see the abundance of vehicles that park in neighborhoods with what I would consider commercial traffic vehicle or that are speeding through the neighborhoods with children to get ahead of the lines is clearly unacceptable and needs to be addressed My hopes with the comments are solutions are timely and effective and seek public comment in the neighborhood that are directly affected Thank you for allowing citizens to provide public comment.	Email
196	4/9/2019	N/A	N/A	I like snow sheds to reduce stoppages.	Map-Avalanche
197	4/9/2019	N/A	N/A	WHERE IS THE LOWER CANYON??	Map-Avalanche
198	4/9/2019	N/A	N/A	What about Tanners slide path	Map-Avalanche
199	4/9/2019	N/A	N/A	Snowsheds are a great idea and were needed years ago! Please implement!	Map-Avalanche
200	4/9/2019	N/A	N/A	Annual migration- (switchback)	Map-Avalanche
201	4/9/2019	N/A	N/A	Protective in rock avalanches?	Map-Avalanche
202	4/9/2019	N/A	N/A	Study economic benefit of sheds? Had a great experience in Stuai, Austria #womenwhobackcountryski	Map-Avalanche
203	4/9/2019	N/A	N/A	Love the sheds. Safer, and faster canyon opening on powder days. Planted on top would look nice too!	Map-Avalanche
204	4/9/2019	N/A	N/A	I like snow sheds.	Map-Avalanche
205	4/9/2019	N/A	N/A	Snow sheds are a great idea!	Map-Avalanche
206	4/9/2019	N/A	N/A	How does the construction process adversely effect wild life and air quality? That is important	Map-Avalanche
207	4/9/2019	N/A	N/A	I would prefer moving canyon and users over the avalanche paths via a gondola verses snow sheds- a much more pleasureable experience than driving through a tunnel.	Map-Avalanche
208	4/9/2019	N/A	N/A	Snow sheds are a great idea way overdue!	Map-Avalanche
209	4/9/2019	N/A	N/A	Maybe you can build a fence.	Map-Avalanche
210	4/9/2019	N/A	N/A	Not necessary IMO road opens at a reasonable time. People are going to wait/ lineup on a powder day regardless. good job keeping it open.	Map-Avalanche
211	4/9/2019	N/A	N/A	3 lanes wipe place a dedicatd 4 lane for buses u pin morning time to down in afternoon.	Map-Avalanche
212	4/9/2019	N/A	N/A	Turns minimizing road coverage in main avalanche passes is great!	Map-Avalanche
213	4/9/2019	N/A	N/A	Get lamburt building the sheds NOW!	Map-Avalanche
214	4/9/2019	N/A	N/A	The visual impact to our environments should be mitigated by pland and landscape on top.	Map-Avalanche
215	4/9/2019	N/A	N/A	A combined and comprehensure tunnel and snow shed system is optimal.	Map-Avalanche
216	4/9/2019	N/A	N/A	Sheds and road improvements should occur in synchrony.	Map-Avalanche
217	4/9/2019	N/A	N/A	Put 4 lanes in 2 up, 2 down.	Map-Avalanche
218	4/9/2019	N/A	N/A	Bike trail outside the snowshed ( for uphill)	Map-Avalanche
219	4/9/2019	N/A	N/A	Spent many years on the artillery in LCC. Proposed locations for snowsheds are good. They are the potentially most active locations for avalanches crossing LCC highway!	Map-Avalanche
220	4/9/2019	N/A	N/A	Ditto for bike lanes.. what they said ^	Map-Avalanche
221	4/9/2019	N/A	N/A	Snowsheds save lives. The UDOT guy here said they did not built it because it cost money, shameful!	Map-Avalanche
222	4/9/2019	N/A	N/A	Snow sheds are a great idea. Plantings to minimize visual impat makes sense.	Map-Avalanche
223	4/9/2019	N/A	N/A	Good idea. LCC is the most dangerous road in the lower 48.	Map-Avalanche
224	4/9/2019	N/A	N/A	Good idea to keep road open.	Map-Avalanche

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
225	4/9/2019	N/A	N/A	live snowshed. They work great in Europe.	Map-Avalanche
226	4/9/2019	N/A	N/A	Linda Johnson sez slope roofs w grass on top visually and engineering better!	Map-Avalanche
227	4/9/2019	N/A	N/A	Snow control within the snowsheds? Look at the great beur snowshed on the coquilla highway in BF. initially they listed it which was great now they dont which is bad.	Map-Avalanche
228	4/9/2019	N/A	N/A	Snowsheds a great idea. Have been all through alps not a new idea!	Map-Avalanche
229	4/9/2019	N/A	N/A	Yes! They work well around the world. Making snowsheds practical for the future and added lands would be key.	Map-Avalanche
230	4/9/2019	N/A	N/A	DO IT! Dopplmayer and 53 Gondola	Map-Roadway Capacity
231	4/9/2019	N/A	N/A	Install a gondola running from the base of the canyon (UTA P& R) to Alta. Riders would not have to worry about bus schedules and it would certainly be a transit attraction.	Map-Roadway Capacity
232	4/9/2019	N/A	N/A	Ban all private traffic. High capacity parking garages @ 6200 and Wasatch, 9400 and 20th east and run smaller busses every 5 min up and down.	Map-Roadway Capacity
233	4/9/2019	N/A	N/A	(top of world, kings hill dr) these communitis are being used by people to try to cut line on wasatch blvd. They often drive highway speeds on residential areas. Very dangerous. mitigate people.	Map-Roadway Capacity
234	4/9/2019	N/A	N/A	Not enough parking at UTA Park and ride.	Map-Roadway Capacity
235	4/9/2019	N/A	N/A	Getting more cars up the canyon wont solve any air quality issues and will only create more parking problems and will encourage resorts to develop parking lots and lifts on public land and delicate ecosystems.	Map-Roadway Capacity
236	4/9/2019	N/A	N/A	A train is expensive but it would eliminate the problems with poorly equipped vehicles in winder road ocnditions and get people out of cars. Please look at trains again?	Map-Roadway Capacity
237	4/9/2019	N/A	N/A	3 Lanes. Try 2 up/down high demand and dedicured bus lane.	Map-Roadway Capacity
238	4/9/2019	N/A	N/A	Do not widen the road. This doesnt address the increase in cars and poor air quality. Get more buses or better transportation.	Map-Roadway Capacity
239	4/9/2019	N/A	N/A	Prefer a train to widening roads to 3 lanes. Need better bike lanes.	Map-Roadway Capacity
240	4/9/2019	N/A	N/A	No more lanes. Time to stop accomodating cars and implement more trans. Anyone ask what the capacity of skiers is and at what point resorts are full.	Map-Roadway Capacity
241	4/9/2019	N/A	N/A	We need to look at options that get people out of their cars! Why waste money on getting more cars up the canyon??	Map-Roadway Capacity
242	4/9/2019	N/A	N/A	Wasatch 9400 S whatever you do, dont forget the two lane road on Wasatch S of 9400. Traffic comes all the way down that on "Pow" days... That's worsening!	Map-Roadway Capacity
243	4/9/2019	N/A	N/A	Increased # lanes needs to be combined w/ bus concepts from CCTAP. Make the 3rd lane a bus only directional lane.	Map-Roadway Capacity
244	4/9/2019	N/A	N/A	This is a good interim solution.	Map-Roadway Capacity
245	4/9/2019	N/A	N/A	No more cars! Look for better mass transit solutions!	Map-Roadway Capacity
246	4/9/2019	N/A	N/A	The canyon are more than just ski resorts. Roadway and parking expansion must consider year around TH access which could include expanded bus service to THs.	Map-Roadway Capacity
247	4/9/2019	N/A	N/A	Please improve bike lanes.	Map-Roadway Capacity
248	4/9/2019	N/A	N/A	More lanes dont address dangerous driving conditions. Road closures due to avalanches etc. Don't turn canyon into a highway!	Map-Roadway Capacity
249	4/9/2019	N/A	N/A	3rd lane 2nd is moving 2 down in afternoon. No cars all buses.	Map-Roadway Capacity
250	4/9/2019	N/A	N/A	Remember Legacy Highway... EIS= The whole environment, not just the road.	Map-Roadway Capacity
251	4/9/2019	N/A	N/A	Additional lane creation should be limited only to transit only use. More cars up the canyon is a failed plan.	Map-Roadway Capacity
252	4/9/2019	N/A	N/A	Increase the bus pick up times during peak times.	Map-Roadway Capacity
253	4/9/2019	N/A	N/A	Uphill tunnel. Downhill road.	Map-Roadway Capacity
254	4/9/2019	N/A	N/A	3 lanes going up @ night- going down @ night. Bus before more traffic.	Map-Roadway Capacity
255	4/9/2019	N/A	N/A	3rd lane should be a bus lane.	Map-Roadway Capacity
256	4/9/2019	N/A	N/A	More lanes is not the answer. Additional lanes will increase speeds. Will create more safety issues. for what? 2 minutes time savings?	Map-Roadway Capacity
257	4/9/2019	N/A	N/A	How many lanes will be enough? Freeways in the canyons are a bad idea.	Map-Roadway Capacity
258	4/9/2019	N/A	N/A	Makes sense with more parking.	Map-Roadway Capacity

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
259	4/9/2019	N/A	N/A	We need a toll to lessen amount of traffic - Lesson Alta and Snowbird expansion!!	Map-Roadway Capacity
260	4/9/2019	N/A	N/A	Dedicated lane for buses, make faster than cars. Do not increase roads for cars! Bikes and buses.	Map-Roadway Capacity
261	4/9/2019	N/A	N/A	No private cars. Ski passes sold @ high-capacity parking structures and include cost of bus- everyone pays bus cost. Ski areas share in cost of garages because they will benefit.	Map-Roadway Capacity
262	4/9/2019	N/A	N/A	Busing should be mandatory during the winter! And an advantage! I have escort up canyon to encourage use!	Map-Roadway Capacity
263	4/9/2019	N/A	N/A	An additional lane must include a bike lane and dedicated BRT lane. The extra capacity should not facilitate single occupancy vehicles.	Map-Roadway Capacity
264	4/9/2019	N/A	N/A	Add bus specific/ carpool specific lanes. Year-round enforcement. Faster bus travel, automatic ticketing of lane violations.	Map-Roadway Capacity
265	4/9/2019	N/A	N/A	3 lanes with a 4th lane for buses up in morning and down in afternoon.	Map-Roadway Capacity
266	4/9/2019	N/A	N/A	A third lane should be for buses or tains, not cars.	Map-Roadway Capacity
267	4/9/2019	N/A	N/A	Sliding toll scale for # of people in car, ie solo drivers pay most 3+ at least.	Map-Roadway Capacity
268	4/9/2019	N/A	N/A	Make the bus the best way and people will take the bus! I have gone to park and ride as easily as 8 it is FULL!	Map-Roadway Capacity
269	4/9/2019	N/A	N/A	Plows should clear downhill lanes too!	Map-Roadway Capacity
270	4/9/2019	N/A	N/A	More lanes are NOT the answer. Spend the money on mass transit.	Map-Roadway Capacity
271	4/9/2019	N/A	N/A	Road/ lane improvements necessary but also need to reduce traffic. Better bus servie and perhaps toll for cars.	Map-Roadway Capacity
272	4/9/2019	N/A	N/A	Enforce the existing traffic roles. ticket all cars w/o snow tires.	Map-Roadway Capacity
273	4/9/2019	N/A	N/A	We need less cars to be traveling in canyons- both to do this arpooling and busing needs to be convenient, easy and affordable. 1 more park and ride lots 2 more buses 3 carpool in centires (toll/fee for single occupancy travelers)	Map-Roadway Capacity
274	4/9/2019	N/A	N/A	No. infrastucture through tax payer dollars for ski areas is over reach. Carpool. Build parking at the economic centers for people to meet up or for busses.	Map-Roadway Capacity
275	4/9/2019	N/A	N/A	No road widening expect at intersections! Dont add capacity! That's not a solution.	Map-Roadway Capacity
276	4/9/2019	N/A	N/A	Shuttles and busses- not cars!	Map-Roadway Capacity
277	4/9/2019	N/A	N/A	Extra lane would only be used and needed 10-15 days of the season, not worth the work of cutting into side of mountain. IMO plus bikers/ runners have no room left on side.	Map-Roadway Capacity
278	4/9/2019	N/A	N/A	Need a dedicated bus lane! Also!!!!	Map-Roadway Capacity
279	4/9/2019	N/A	N/A	If an extra lane is added it should be uphill bus AM ONLY. Bus needs to be inccentivized as well or traffic/ parking up top wont actually be solved.	Map-Roadway Capacity
280	4/9/2019	N/A	N/A	The solution is less car traffic. To do this busses must be encouraged and supported and incetivized. Add a bus lane (only buses) to the canyon road. Increase bus servie and add parking areas.	Map-Roadway Capacity
281	4/9/2019	N/A	N/A	Post no parking along roadways in summer. On snowy days enforce 4 wheel dr/ chains, snowtires- one bad car creastes a mess.	Map-Roadway Capacity
282	4/9/2019	N/A	N/A	The buses need a dedicated lane or the canyon toll will have to be really high to reduce traffic enough that the busses dont get suck in it.	Map-Roadway Capacity
283	4/9/2019	N/A	N/A	3rd lane buses only , multi-occupancy only!	Map-Roadway Capacity
284	4/9/2019	N/A	N/A	Please use 3rd lane for transit.	Map-Roadway Capacity
285	4/9/2019	N/A	N/A	Think outside of the asphalt. There is no need to have a car up canyon other than to get there. Avi resident alternative transit. Make this a summer road.	Map-Roadway Capacity
286	4/9/2019	N/A	N/A	Hikers use the canyon too. We snowshoe all winter as well.	Map-Roadway Capacity
287	4/9/2019	N/A	N/A	1 Buy and use land in valley for parking. 2 shuttles!!	Map-Roadway Capacity
288	4/9/2019	N/A	N/A	Buses should be able to accept credit cards. PLEASE!	Map-Trailheads
289	4/9/2019	N/A	N/A	UDOT should contribute to the Salt Lake climbers alliance efforts to build another parking area for the climbing watch at the old grit mills site.	Map-Trailheads
290	4/9/2019	N/A	N/A	Buses before more parking-mayble alternate uses like millcreek canyon. Stop alta and snowbird expansion.	Map-Trailheads
291	4/9/2019	N/A	N/A	Fully support bus stops at trailheads. Expanding trailhead parking would be a great alleviation too.	Map-Trailheads
292	4/9/2019	N/A	N/A	Dont leave out hiking and showshoe	Map-Trailheads

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
293	4/9/2019	N/A	N/A	Where is the lower canyon? people use it too.	Map-Trailheads
294	4/9/2019	N/A	N/A	Dedicated busses to specific resorts.	Map-Trailheads
295	4/9/2019	N/A	N/A	Great trailhead concepts. mass transit vans and cars to backcountry. Gondola to snowbird and alta and brighton?	Map-Trailheads
296	4/9/2019	N/A	N/A	Do whatever you can to minimize more autos up the canyon. More buses.	Map-Trailheads
297	4/9/2019	N/A	N/A	Thumbs up on busses stopping at trailheads! Will busses run all year? How often during the day? How long into the evening?	Map-Trailheads
298	4/9/2019	N/A	N/A	Eliminate all road parking	Map-Trailheads
299	4/9/2019	N/A	N/A	If the bus were quicker I would ride more often. Dedicated Alta buses would help.	Map-Trailheads
300	4/9/2019	N/A	N/A	Pedestrian walkway should be a bridge otherwise you're stopping traffic... on a hill... on icy roads....	Map-Trailheads
301	4/9/2019	N/A	N/A	We should be looking at cars in the canyon long term, with frequent inexpensive buses that run so often that it would be crazy not to take them. The trailhead parking should convert to bus stations.	Map-Trailheads
302	4/9/2019	N/A	N/A	What do you expect to collect from a toll booth? How many buses would that pay for???	Map-Trailheads
303	4/9/2019	N/A	N/A	Fines for parking in unmarked areas- park @ base of canyon.	Map-Trailheads
304	4/9/2019	N/A	N/A	Parking improvements should be temporary eventually cars should be gone from the canyon that is saved by mass transportation.	Map-Trailheads
305	4/9/2019	N/A	N/A	Silverfork cyn meadow chutes access parking at top of church rd.	Map-Trailheads
306	4/9/2019	N/A	N/A	UTA needs to increase bus service. Dedicated buses to each resort and another bus in each canyon for hikers/ snowshoers. Transportation center at north gravel pit.	Map-Trailheads
307	4/9/2019	N/A	N/A	Adding more parking is stupid. Don't add any parking.	Map-Trailheads
308	4/9/2019	N/A	N/A	Looks like too many stalls-more than needed.	Map-Trailheads
309	4/9/2019	N/A	N/A	The parking is all designed for cars, what dont buses or shuttles!	Map-Trailheads
310	4/9/2019	N/A	N/A	No increase private cars! Transport hubs in valley- bus service only in canyon. Every 5 min stop freq. at all rec areas.	Map-Trailheads
311	4/9/2019	N/A	N/A	No more parking spaces in LCC! Need some buses that go straight to Alta not 6 snowbird stops!	Map-Trailheads
312	4/9/2019	N/A	N/A	Surveillance in canyon parking lots to prevent theft. Ditto!	Map-Trailheads
313	4/9/2019	N/A	N/A	The hawk lights are great please do them.	Map-Trailheads
314	4/9/2019	N/A	N/A	Post no parking and ticket offenders(summer) Need more parking at S curves, lake blanche after.	Map-Trailheads
315	4/9/2019	N/A	N/A	No road side parking in the canyon. Have buses/trains stop at trailheads control #s impacts to enviro, experience quality by limiting access to trailheads.	Map-Trailheads
316	4/9/2019	N/A	N/A	White pine canyon is likely to see development as a bike and hike spot trailhead and packing improvements are important as is a LCC trail connection.	Map-Trailheads
317	4/9/2019	N/A	N/A	More building doesnt necessarily solve the problem. A use study that parks people out of the canyons on peek days and times.	Map-Trailheads
318	4/9/2019	N/A	N/A	Must allow parking in Big cottonwood for backcountry skiers..	Map-Trailheads
319	4/9/2019	N/A	N/A	Create a loop trail system-the the white pine- on noth north and south of utah 210.	Map-Trailheads
320	4/9/2019	N/A	N/A	Do not bring more cars do TH's buses!	Map-Trailheads
321	4/9/2019	N/A	N/A	No more parking spaces in the canyon. Build at the economic centers and bus people up!	Map-Trailheads
322	4/9/2019	N/A	N/A	Good idea. Backcountry users should park in lots instead of on the road.	Map-Trailheads
323	4/9/2019	N/A	N/A	Crossing the road and pedestrian stop lights seem dangerous. Tunnels or bridges would be better if people need to cross.	Map-Trailheads
324	4/9/2019	N/A	N/A	Too many places at White Pine. TOO BIG. will impact resoure and experience.	Map-Trailheads
325	4/9/2019	N/A	N/A	We should not expand trailhead parking.	Map-Trailheads
326	4/9/2019	N/A	N/A	Improve Highland drive-move connection traffic off of wasatch boulevard!	Map-Wasatch Boulevard
327	4/9/2019	N/A	N/A	1 Speed limit enforcement is currently nonexistant. 2 No 2 WD vehicles in cnayons. This needs to be enforced.	Map-Wasatch Boulevard
328	4/9/2019	N/A	N/A	Dont let the cops make up rules when you can and cannot park on the side of 209. Some days it's allowed some days its not. Make a uniform rule, publish it and enforce it.	Map-Wasatch Boulevard
329	4/9/2019	N/A	N/A	Please jojin us in the kings hill/ golden hills neighborhood... saturday am/ sunday am and saturday pm/ sunday pm. It is impossible to exit our neighborhood. Come and experience!	Map-Wasatch Boulevard
330	4/9/2019	N/A	N/A	Hikers stuck behind ski traffic.	Map-Wasatch Boulevard
331	4/9/2019	N/A	N/A	Extend highland drive all the way to draper- lower dem and for wasatch blvd.	Map-Wasatch Boulevard
332	4/9/2019	N/A	N/A	Wasatch is over due for more lanes with the growth of the city.	Map-Wasatch Boulevard
333	4/9/2019	N/A	N/A	I am NOT in favor of 5 lanes each way! Figure out how to use fewer lanes take fewer homes away?!	Map-Wasatch Boulevard
334	4/9/2019	N/A	N/A	Invest and mass transportation in all canyon uses from parking facilities away from canyon mouths.	Map-Wasatch Boulevard
335	4/9/2019	N/A	N/A	No more lanes- divert commuter traffic.	Map-Wasatch Boulevard
336	4/9/2019	N/A	N/A	We hike and snowshoe and we always carpool.	Map-Wasatch Boulevard



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
337	4/9/2019	N/A	N/A	Buffered bike lanes.	Map-Wasatch Boulevard
338	4/9/2019	N/A	N/A	I'd prefer no improvements to accomodate more cars. Invest in mass transportation not faster commute for personal cars.	Map-Wasatch Boulevard
339	4/9/2019	N/A	N/A	Please don't make us Aspen or Telluride.	Map-Wasatch Boulevard
340	4/9/2019	N/A	N/A	This just looks like a colossal waste of funds to accomodate more cars without making concrete efforts to get people out of their cars. Id rather sit in traffic for a few more years and save the money for a mass transit option along this corridor. 5 lanes just looks like we are pandening to cars.	Map-Wasatch Boulevard
341	4/9/2019	N/A	N/A	5 lanes is 3 2 many!	Map-Wasatch Boulevard
342	4/9/2019	N/A	N/A	Are you kidding. I-70 to vail Little Cottonwood. 50 mph-60mph 4 lanes I've lived in top of the world 40 yrs. Stop the giant snowbird! Alta! Limit skiers #'s.	Map-Wasatch Boulevard
343	4/9/2019	N/A	N/A	Expanding Wasatch glvd will not solve the issue of cars backed up during ski season. Get better transport up canyon.	Map-Wasatch Boulevard
344	4/9/2019	N/A	N/A	Include Bots Dots or rumble strips for protection of bikers on roadway.	Map-Wasatch Boulevard
345	4/9/2019	N/A	N/A	Add flex lane for trans.	Map-Wasatch Boulevard
346	4/9/2019	N/A	N/A	No 5 lanes add bicycle lanes!	Map-Wasatch Boulevard
347	4/9/2019	N/A	N/A	Flex lane for buses.	Map-Wasatch Boulevard
348	4/9/2019	N/A	N/A	Lane switch during high use.	Map-Wasatch Boulevard
349	4/9/2019	N/A	N/A	Design need equals live ability for residents! Not access for hypothetical high density and tourism.	Map-Wasatch Boulevard
350	4/9/2019	N/A	N/A	My concern is trying to make a left out of my neighborhood on russell. Impossible on peak times to time it rifht. Almost a 10 min wait.	Map-Wasatch Boulevard
351	4/9/2019	N/A	N/A	A better idea would be to keep single lanes in each direction w/ bike commuter lanes seperate from traffic.	Map-Wasatch Boulevard
352	4/9/2019	N/A	N/A	Consider this solution with a separated bike lane for N and S bike traffic (loved?)	Map-Wasatch Boulevard
353	4/9/2019	N/A	N/A	No- 5 lines! 3 lanes total. 2 up in morning change to 2 down at night- w tolls	Map-Wasatch Boulevard
354	4/9/2019	N/A	N/A	This is unnecessary. Do another actual traffic study. Absent huge densification we dont need this!	Map-Wasatch Boulevard
355	4/9/2019	N/A	N/A	Tunnel system? Huperloop? #womenwhobackcountryski . redirection mountain traffic underground and leave surface streets to locals.	Map-Wasatch Boulevard
356	4/9/2019	N/A	N/A	If we do 5 or even 7 lanes on Wasatch, whaere are the cars going to go, once they reach LCC? The canyons parking capacity are constraints.	Map-Wasatch Boulevard
357	4/9/2019	N/A	N/A	No 5 lanes 3 lanes max!! Tolls for the canyons.	Map-Wasatch Boulevard
358	4/9/2019	N/A	N/A	Reduce speed limit for resident safety. We cant access our neighborhood safely!	Map-Wasatch Boulevard
359	4/9/2019	N/A	N/A	3 lanes max. 1 lane each direction and 1 BRT lane.	Map-Wasatch Boulevard
360	4/9/2019	N/A	N/A	Need mulitmodal options, safe connections blw neighborhoods, trees/green space is needed to calm traffic, Kings hill needs help.	Map-Wasatch Boulevard
361	4/9/2019	N/A	N/A	Make sure that expanded road capacity can be flexible to include reversible lanes or congestion pricing.	Map-Wasatch Boulevard
362	4/9/2019	N/A	N/A	Weed a flex lane or transit only lane so bus traffic can get up the canyon. Encourage people to get out of cars and on buses.	Map-Wasatch Boulevard
363	4/9/2019	N/A	N/A	Ft union/ Wasatch traffic Light on heavy or slow traffic days only allows a few cars at a time to cross or turn left into Big Cottonwood Canyon Rd. That backs up traffic to I-215 and almost back to the ft Union next traffic light. Maybe restrict right on red for cars traveling on wasatch blvd north so empty space opens up to allow more cars accross and left turning.	Map-Wasatch Boulevard
364	4/9/2019	N/A	N/A	Increasing traffic lanes will only encourage more developments and in the end accomplish nothing.	Map-Wasatch Boulevard
365	4/9/2019	N/A	N/A	Limit to 3 lanes with a 4th lane dedicated to buses going up in morning and down in afternoon.	Map-Wasatch Boulevard
366	4/9/2019	N/A	N/A	Shared use path, with space for 2 way on Wasatch would be awesome!	Map-Wasatch Boulevard
367	4/9/2019	N/A	N/A	To many lanes Not Needed. 3 lanes maximum.	Map-Wasatch Boulevard
368	4/9/2019	N/A	N/A	Not in my my neighborhood! You will get sued!!!:)	Map-Wasatch Boulevard

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
369	4/9/2019	N/A	N/A	Electric bikes at mouth of canyon to go up and down canyon.	Map-Wasatch Boulevard
370	4/9/2019	N/A	N/A	Bengal intersection left run separate from honey woopcove. Traffic going straight.	Map-Wasatch Boulevard
371	4/9/2019	N/A	N/A	For immediate action right hand turn only on extra lane wasatch north bound.	Map-Wasatch Boulevard
372	4/9/2019	N/A	N/A	Bus jumps are a good start to prioritizing bus traffic. Maybe also consider what park city has done between Kimball and downtown PC; busses use shoulder as a travel land and have multiuse paths for bike and ped use off the road.	Map-Wasatch Boulevard
373	4/9/2019	N/A	N/A	Please think of residents. Not just ski traffic.	Map-Wasatch Boulevard
374	4/9/2019	N/A	N/A	Everything in the room makes sense and is needed except this too many lanes! Not needed! Bring the 50 year plan le heavy use projection to highland drive. Dont do this to the sweet spot between canyons NO GO!	Map-Wasatch Boulevard
375	4/9/2019	N/A	N/A	High capacity parking garage @ 6200 S maybe 1 more level @ swamp lot.	Map-Wasatch Boulevard
376	4/9/2019	N/A	N/A	50 MPH speeds are too fast through our neighborhood should go back to 35 MPH. Adding lanes doesnt solve the problem w/ traffic backing up out of the canyon	Map-Wasatch Boulevard
377	4/9/2019	N/A	N/A	Completely agree w/ both of these points. Lower speeds, more lanes will only make room for more cars.	Map-Wasatch Boulevard
378	4/9/2019	N/A	N/A	Where's the common sense? Dont widen Wasatch.	Map-Wasatch Boulevard
379	4/9/2019	N/A	N/A	Walking path on both sides of street. Ditto!!	Map-Wasatch Boulevard
380	4/9/2019	N/A	N/A	No to 5 lanes! Lower speed limit. Do not split up neighborhoods.	Map-Wasatch Boulevard
381	4/9/2019	N/A	N/A	Lights at Kings Hill.	Map-Wasatch Boulevard
382	4/9/2019	N/A	N/A	If you add lanes, please add a red light.	Map-Wasatch Boulevard
383	4/9/2019	N/A	N/A	Pollution from ski cars trying to get up canyon.	Map-Wasatch Boulevard
384	4/9/2019	N/A	N/A	Walking/ biking paths for less experienced bikers.	Map-Wasatch Boulevard
385	4/9/2019	N/A	N/A	This is a lot of black lanes for a city that boasts it is green between the cayons! Why so many lanes? Is it possible to have a separate merging lane out of Kings hill turning northbound? That would eliminate one of the lanes on the east side of Wasatch around the curve from Kings Hill to the light. Please reconsider so much black pavement and add more green space!	Map-Wasatch Boulevard
386	4/9/2019	N/A	N/A	Keep Wasatch as is. It will separate CH. Use highland and 1300 for commuters to Sandy and Draper. 1300 is a CH boundary.	Map-Wasatch Boulevard
387	4/9/2019	N/A	N/A	Almost impossible to turn left onto Wasatch blvd at 8350 South Wasatch between 4:30-6 PM.	Map-Wasatch Boulevard
388	4/9/2019	N/A	N/A	For the bus queu to work UTA needs to add more 953 buses- There isnt enough capacity for ski buses and they arent used.	Map-Wasatch Boulevard
389	4/9/2019	N/A	N/A	Dont make a freeway please! Promote bus use and recreation. Add a bus lane and multiuse path only.	Map-Wasatch Boulevard
390	4/9/2019	N/A	N/A	STOP DESTROYING NEIGHBORHOODS. NO 2 5 lanes.	Map-Wasatch Boulevard
391	4/9/2019	N/A	N/A	What measures can be put in place to decrease the speeds? ( Especially for people south of Wasatch who need to turn north in the AM.)	Map-Wasatch Boulevard
392	4/9/2019	N/A	N/A	Taking left from 8350 S to go North on Wasatch is very difficult now. Heavy traffic from South.	Map-Wasatch Boulevard
393	4/9/2019	N/A	N/A	People are using neighborhood roads as a freeway to cut skier traffic on big powder days. They drive 45 MPH thru neighborhood!	Map-Wasatch Boulevard
394	4/9/2019	N/A	N/A	REDUCE THE SPEED LIMIT!	Map-Wasatch Boulevard
395	4/9/2019	N/A	N/A	STOP WIDENING RD FOR COMMUTERS!	Map-Wasatch Boulevard
396	4/9/2019	N/A	N/A	This is a bridge to nowhere? Whats the point?	Map-Wasatch Boulevard
397	4/9/2019	N/A	N/A	Need more bike and pedestian bridges or provide for more alt. transp. in the area. Need to allow movement back and forth over Wasatch Blvd.	Map-Wasatch Boulevard
398	4/9/2019	N/A	N/A	Speeds need to be slowed down. Traffic is out of control.	Map-Wasatch Boulevard
399	4/9/2019	N/A	N/A	If up Wasatch to 5 lanes people sitting in traffic idling up poor air quality for residents above Wasatch blvd.	Map-Wasatch Boulevard
400	4/9/2019	N/A	N/A	Golden Hills entrance to wasatch blvd is unsafe. Making left turn from Wasatch to Golden Hills is an accident waiting to happen. Reduce speed going North from Wasatch.	Map-Wasatch Boulevard

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401	4/9/2019	N/A	N/A	High speeds make merging difficult.	Map-Wasatch Boulevard
402	4/9/2019	N/A	N/A	Cant get across Wasatch. Traffic is too fast!	Map-Wasatch Boulevard
403	4/9/2019	N/A	N/A	My backyard is backing Wasatch, noise, pollution. Cars going too fast! Lower the speed limit!	Map-Wasatch Boulevard
404	4/9/2019	N/A	N/A	Bring back the stop light on Wasatch (La quaille) slow down. Lower the 50 mph speed limit.	Map-Wasatch Boulevard
405	4/9/2019	N/A	N/A	Approx 200 dip in the road High-tee to Golden Hills Ave.	Map-Wasatch Boulevard
406	4/9/2019	N/A	N/A	The way this is now. We the residents of Golden Hills call this the suicide lane!	Map-Wasatch Boulevard
407	4/9/2019	N/A	N/A	Traffic light needs to be here for people turning and slowing down from H-T.	Map-Wasatch Boulevard
408	4/9/2019	N/A	N/A	I think the bus queue jump idea is good. We need to make bus transit more viable to reduce private car use in city and in canyon!!!	Map-Wasatch Boulevard
409	4/9/2019	N/A	N/A	reduce speeds. Let's see a design that encourages bus use rather than car use! Increase green space for pleasant bike cummute rather than car commute. It will also improve air quality.	Map-Wasatch Boulevard
410	4/9/2019	N/A	N/A	Speed going North on Wasatch toward Golden Hills intersection is too fast. Lower speed down hill.	Map-Wasatch Boulevard
411	4/9/2019	N/A	N/A	Round-a-bouts instead of home removal! Maintain fewer lanes- no lane expansion.	Map-Wasatch Boulevard
412	4/9/2019	N/A	N/A	Improve Danish rd to Wasatch/210 or cut it off completely.	Map-Wasatch Boulevard
413	4/9/2019	N/A	N/A	Toll Wasatch blvd if we decide to toll both of the canyons- people dump cars	Map-Wasatch Boulevard
414	4/9/2019	N/A	N/A	Reduce speed limits to 40 MPH (Not 50) from Hi-T intersection on Wasatch blvd. North bd to big cottonwd canyon!	Map-Wasatch Boulevard
415	4/9/2019	N/A	N/A	Why is there no right turn on red allowed from Wasatach bld? At the new High T intersection. Good sight lanes should allow this.	Map-Wasatch Boulevard
416	4/9/2019	N/A	N/A	Add a right run lane. Shoulder very dangerous forpeople trying to turn on Alpine.	Map-Wasatch Boulevard
417	4/9/2019	N/A	N/A	Northbound on Wasatch turning left onto Danish fakes people out- almost rearended because people think im going to light. You closed off satton to one way traffic so no longer an option to signal sooner.	Map-Wasatch Boulevard
418	4/9/2019	N/A	N/A	Northbound left hand turn lane to enable so. bound buy LaCaille.	Map-Wasatch Boulevard
419	4/9/2019	N/A	N/A	Wasatch blvd- northbound merge-staying left- NB traffic from LCC has right of way. getting to the right to go to golden hills ave is challenging- sometimes have to go all the way to kings hill dr- or past that to go right.	Map-Wasatch Boulevard
420	4/9/2019	N/A	N/A	Pedestrian crossing at wasatch blvd and little cottonwood rd.	Map-Wasatch Boulevard
421	4/9/2019	N/A	N/A	Make the hight light going north stop every few minutes to give residents a chance to access our neighborhood!	Map-Wasatch Boulevard
422	4/9/2019	N/A	N/A	5 lanes at the way to 9800 S sidewalks and bike lanes the whole way.	Map-Wasatch Boulevard
423	4/9/2019	N/A	N/A	Employee buses to snowbird. Then back down to get skiers.	Map-Wasatch Boulevard
424	4/9/2019	N/A	N/A	Improve highland/2000 E to cary more commuter traffic rather than Wasatch.	Map-Wasatch Boulevard
425	4/9/2019	N/A	N/A	UDOT needs to extend highland south of 9800 to accomodate growth and not just focus on Wasatch. The right of way is just sitting there.	Map-Wasatch Boulevard
426	4/9/2019	N/A	N/A	Make ski bus use an advantage--maybe give ski buses a police escort in left lane.	Map-Wasatch Boulevard
427	4/9/2019	N/A	N/A	Access from Golden hills onto Wasatch is horrible with the new High-T constructed in 2018. suggest traffic loops w/ atuation at high-T for "red" time to create gaps.	Map-Wasatch Boulevard
428	4/9/2019	N/A	N/A	There needs to be a liquor store on this side of town.	Map-Wasatch Boulevard
429	4/9/2019	N/A	N/A	Widening wasatch to accomodate more cars and traffic is not the solution... its adding to the problem! Need to increase bus/ carpools to reduce congestion and traffic. Thank you.	Map-Wasatch Boulevard
430	4/9/2019	N/A	N/A	Photo cop to slow speed to speed limit. Sign that indicates speed someone is going.	Map-Wasatch Boulevard
431	4/9/2019	N/A	N/A	Need more park and ride to keep less cars in LCC Alta Express buses!	Map-Wasatch Boulevard
432	4/9/2019	N/A	N/A	Round a bout and additional ski traffic lane on Wasatch blvd intersection by Danish road.	Map-Wasatch Boulevard

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433	4/9/2019	N/A	N/A	Alta Express buses-more frequently in morning.	Map-Wasatch Boulevard
434	4/9/2019	N/A	N/A	New High T intersection. Why is there no right turn allowed on Red? Sight lines are excellent, should be allowed.	Map-Wasatch Boulevard
435	4/9/2019	N/A	N/A	On ski days I can't get into my neighborhood without getting honked at if I ride the shoulder.	Map-Wasatch Boulevard
436	4/9/2019	Hackbarth	David	The proposed project timelines are to far in the future to really be any value. "The 2015 to 2040 RTP identifies three timeframes, or phases, for construction: • Phase 1: 2015 to 2024 • Phase 2: 2025 to 2034 • Phase 3: 2035 to 2040 " The Snow shed option dates and the road widening dates make these project proposals largely a waste of time and just another project study that will do NOTHING. The dates must be much more aggressive. If funding is the issue tolling should be included.	Website
437	4/9/2019	Felsted	Drew	I think that busses and public transit are great ideas. I think some kind of parking complex may be needed.	Website
438	4/9/2019	S	Todd	Most of the delays getting up LCC are backups from road closures and ill-equipped cars. Volume is an issue, but if traffic flowed well it would be less of a problem. 1. Snowsheds will reduce the avalanche risks and reduce closures and the backups they cause. We can't wait until 2035 to build them. 2. Police should be at the bottom every morning during the ski season checking for snowtires. Raise lift ticket prices by \$0.10 to cover the cost. Also, you could have the tire stores issue window stickers for cars with good tires. It will speed up the tire inspections.	Website
439	4/9/2019	Dykstra	Joni	While reading the table on page 7, I did not understand what "Improve avalanche related roadway reliability and safety in 2050" meant. Is 2050 a typo? 31 years from now is too long.	Website
440	4/9/2019	Dykstra	Joni	Implement pay to park. Improve mass transit frequency & parking locations. Install reader boards with transit options Work with rental car agencies so they have snow tires on vehicles and they let renters know about 4x4 requirements, etc.	Website
441	4/9/2019	Peterson	Matthew	LCC and BCC need to institute tolls. Build a roll booth until automated technology can be developed. 1 person in vehicle \$10 2 people \$5 3 and more - FREE plus credits for future trips for each person above 3 Resorts need to provide more employee transportation- shuttles. Bus service needs to be expanded with revenues- if you build it the riders will come. Express buses to specific resorts at peak hours. Parking agreements need to be made with Dans on wasatch, Walmart at foothill and various other large capacity locations close to TRAX and existing bus lines. Direct bus routes at peak times on weekends to serve these lots. A RIDESHARING APP to promote and facilitate carpooling from these locations and neighborhoods to help people get 3 in a car. Canyon traffic would be cut in half nearly instantly. Ridesharing app	Website
442	4/9/2019	Bertot	Jeff	Build a canyon train that connects to the TRAX system! That is my dream and I think 20 years from now we will all look back and know that's what we should have done despite the initial investment in terms of capital and resources. In the absence of that make the bus system viable - I can not get to the mountain early enough from downtown using a combination of TRAX and ski buses for it to make sense to use public transit - how about a couple of downtown express ski buses one of them specifically geared toward getting employees and skiers up there ahead of the canyon mess. In addition there needs to be a more consistent way of rewarding people for using the bus by sending buses up/down before car traffic is released (and not just the one worker bus). Finally, as an Alta skier the amount of time lost going through Snowbird on the bus makes it inefficient . . .	Website
443	4/9/2019	Carroll	Clayton	As someone who lives in Big Cottonwood Canyon and frequently skis and otherwise recreate in Little Cottonwood, I think that snow sheds to prevent massive waits and congestion might be a good idea. Gondolas or trains might be not a good idea because the amount of work and reform that would have to go into a project as large as those. Another goal of this should be environment conservation, and building a train line may be a major disruption in the ecosystems of that area, especially with a watershed nearby.	Website
444	4/9/2019	Woods	Al Ke	Snow sheds over key avalanche areas would be an excellent idea to protect the road and allow traffic to move even on high avalanche days.	Website
445	4/9/2019	Wallentine	Craig	Phase 1: \$100 annual access pass with matching day access rate for congestion pricing as recommended by UofU study Phase 1: Continue free bus access with season ski pass; be sure to include all the major ski passes for Alta/Brighton/Solitude/Snowbird resorts Phase 1: Minimum 10 dollar vehicle parking fee up canyon beyond access pass costs. Use money to build high capacity low visibility parking units Phase 2: expand clean bus service into Canyons- no access charge, no parking fee ; run every thirty minutes in winter with extra buses at high demand period. Hourly during summer Phase2: Build Separate uphill and downhill bike lanes that can accomodate e-bikes as well. Provide secure storage locations at key points so people can leave their bikes. Consider e-bike rentals up and down during summer!! Phase 3: Restrict further development in the Canyons until transportation is green and safe Phase 3: conserve More wilderness area in Wasatch Canyon National Recreation Area Phase 4: Build tunnel from Park City to Brighton leveraging old mining tunnels. Can leverage Parking in Park City to reduce 190 traffic Phase 4: Make Guardsman Pass an all season road with \$100 annual access /daily rate plus Brighton parking fee to reduce 190 traffic	Website
446	4/9/2019	Battistone	Nate	I think that this issue should be looked at in a way that capitalized on marginal cost. In economics this term is defined as the cost it takes for one more person to use a product or service. I think in order to find a solution we need to look for a solution that creates a minimal marginal cost both in cost to the users of the canyons (so as not to decrease economic activity) and in environmental cost. I think a solution like a toll booth would decrease canyon activity, but does nothing else to help the environment. The marginal cost would equal	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				how much the toll is. If we did something like a gondola, the marginal cost is minimal for one more person to use it and are far more eco friendly than cars. This project should be observed and taken lead by the private sector in order to fund (with government tax and guidelines) that allow it to be built in an eco friendly way.	
447	4/9/2019	McPheters	George	The 1st need is for the present - not the future. Non enforcement of the existing canyon requirements and no fines for violations is absurd. Snow tire requirements, 4x4, AWD, etc. A simple, do it now, requirement for all vehicles to be inspected, receive a yearly window sticker or RFID device, pay a fee, would help. Monies to go for enforcement at the bottom of the canyon. Not complicated, could be done quickly, at existing vehicle inspection stations. At least this would be a start. The UDOT workers are great, but enforcement is not their job. Please do something NOW.	Website
448	4/9/2019	Frasol	Jadwiga	Public transportation	Website
449	4/9/2019	Tyler	Debbie	Can we limit the cars with only 1 driver? So many have one driver. Maybe charge an amount that would make them take the bus or carpool.	Website
451	4/9/2019	Arensman	Diana	Very little consideration is being made for the residents of cottonwood Heights and especially those that live on or near Wasatch drive, We residents use Wasatch daily just to get anywhere from going to work, school , church and grocery stores. This vital transportation need is being endangered by the increase in speed and already the loss of the traffic light at the new high T intersection. We greatly oppose the widening of Wasatch other than better bike lanes, Mass transportation must be improved for getting visitors to the canyons for recreation. More bus stops and more frequent buses and year round buses are the long term answer, Less cars in the canyons, not bigger roads.Better trailhead parking and bathrooms are essential in the canyons.	Website
452	4/10/2019	Scott	Robert H.	I think the traffic issues would be best addressed by adding a reversible third lane. This would only require widening the roadway through part of the canyon, since there are already three lanes in some places. During peak ski season, the third lane would be only for buses going up in the morning and buses going down in the afternoon. You also would need to drastically increase the number of buses available during winter, and add direct to Snowbird or Alta buses running from dispersed locations in the valley, and probably increase parking capacity at a few of the most popular spots, such as Wasatch Boulevard. This bus-only third lane would mean buses go much faster than cars when things are crowded. That incentive would get people out of cars during peak demand. To further incentivize bus use and/or assist in funding, you could charge cars on winter weekends. This approach also gives you flexibility. During summer and other non-peak times, the third lane could be used for regular traffic. There are a lot of options out there (trains, gondolas, four lanes, etc.) but I think this one would do the most to solve the problems for the least investment. Robert H. Scott	Email
453	4/10/2019	Voye	Judi	I feel that an increase in the number & frequency of buses and bus only lanes, plus a toll for cars would greatly benefit Little Cottonwood Canyon. I wish that this would also apply to the summer months, perhaps changing some of the bus stops to include trailheads. The summer traffic on the weekends in the late summer for a 3 month celebration of Octoberfest around Snowbird is out of hand and a toll for vehicles and increased bus service would hopefully remedy this, as well. It appears from the maps that I saw, the "summer road" going from the end of the paved road to the Albion Campground is not under your EIS plan?? If it is, I think it is important to control summer traffic and parking up this dirt road in the summers. I believe the Alta Lift Co took control of this road last summer and greatly improved the number of vehicles permitted to go up the dirt road by charging a fee for vehicles during the most popular months of the summer. Also, speed signs were posted. Thank you very much. Judi Voye	Email
455	4/10/2019	Sheranian	Trina	I have lived on Wildcreek Rd up Little Cottonwood Canyon for 18 years. I am very familiar with the flow of the canyon, weather conditions that affect that flow and the headache it causes for residents and commuters. The absolute BEST solution that is clear to everyone who cares about this beautiful canyon and the people who enjoy it, is to create a parking structure to house the cars OUTSIDE OF THE CANYON! Today, April 10th, it took me over 2 hours to return from dropping my kids off at a school that is 8 min. away. This problem will not be solved by funneling thousands of cars up 2 tiny roads. The line will persist and people will be furious that the money allotted was so wrecklesly managed. The second best solution is a toll to urge drivers to carpool, but I believe people willing to spend \$110 on a ski ticket will not go out of their way to find a carpool to dodge a small toll fee. Please feel free to call if you need additional insight from a logically thinking Canyon resident. I am not letting emotion impact my opinion. It is common sense.	Website
456	4/10/2019	Hirning	Sarah	Firstly, thank you for efforts on this project and for hosting the open house last night. I think it was important for people to be able to see multiple possible solutions and also see faces behind the work being done. I think (probably like a lot of other community members) the largest concern in handling the canyons is the environment. I feel very strongly that numerous, in-depth studies need to be done regarding the environmental impact and then the plan goes from there. People's desires absolutely need to come second and the utmost concern needs to be how the project will impact the land. No matter what plan of action is decided upon, people will acclimate. Another important factor to consider is long-term sustainability. There is absolutely no reason, with how bad the congestion already is and how long projects take, to do a minor fix. The population in the Salt Lake Valley is anticipated to continue to grow and resorts clearly only care about making money and stuffing as many people as possible onto the hills. Despite the push-back a large project has the potential to get, it makes the most sense. Why only widen roads and/or add more buses? The solution needs to be long-term and get cars off the road. A light rail or gondola, although extreme, seem to be the most viable options at this point. Through the studies you intend to do, it will become clear which option has that sweet spot of least destructive and most effective. Lastly, I wonder if any of the resorts are a part of this conversation and if there are intentions to hold them accountable. It is absurd that they have essentially heightened this problem (Ikon pass, Wasatch benefits pass, not using social media platforms to discuss these issues) but get to watch from the sidelines because they are making money regardless. I think a lot of the community would appreciate a collaborative effort on this issue and to see resorts involved in this process. To sum it up – please do the least amount of damage to the canyons while finding this solution. Something has to be done but if we sacrifice environmental sustainability for the sake of our pleasure of being in the canyons whenever we want, that would be a monumental turning point and reflection of what matters to this community; Salt Lake could be an international example of a sustainable, mountain city or we can let money and our selfish desires take priority. Thank you for reading my thoughts.	Website
457	4/10/2019	Blackham	Chere	UDOT and the city of Cottonwood Heights are demonstrating a blatant disregard for the quality of life of residents along Wasatch Blvd, specifically: 1. Safety—UDOT officials have stated there is no evidence that Wasatch is currently dangerous or would be dangerous. There must be more accidents first, then they'll consider safety. So, area children and cyclists don't count until they're dead? The high-T makes it terrifying to pull in or out of the neighborhood.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>2. Sound—UDOT engineers stated there is NO PLAN for sound remediation (walls, landscaping, paving material, etc.) along what is planned to be a high speed corridor. They stated this would be up to Cottonwood Heights, which also plans to do nothing.</p> <p>3. Aesthetics—UDOT engineers stated there is NO PLAN to ensure acceptable aesthetics along the road. In addition to this negatively impacting the quality of life and home values for area residents, it seems as though this should be covered under the state grant catering to tourism, if this road is so important to the ski industry. We've seen how ugly Bangerter and Mountain View are.</p> <p>4. Resident access—Nothing adequately plans for neighborhood access to and from a high speed road. A slightly longer turn lane seems insufficient.</p> <p>5. Dishonest and misleading communication—Cottonwood Heights and UDOT each insist the other is responsible for any legitimate citizen concerns. Citizen input is solicited and provided, but never incorporated. Case in point, Cottonwood Heights has repeatedly sold the vision for Wasatch as including "traffic calming." UDOT engineers had apparently not heard of this at all, and in fact said that traffic calming would be antithetical to UDOTs goal of a bigger faster road, and that CH city would have NO input on the speed limit.</p> <p>6. Unclear rationale—Although UDOT says this is necessary for projected growth in Salt Lake and Utah counties, there is no clear evidence a significant portion of this growth will come from the area served by Wasatch, which is largely built up in CH, Sandy and Draper. When asked about this, the engineers stated "maybe some houses will be razed and then they'll put up "apartments." This is not a convincing rationale.</p> <p>7. Hazy answers about how many home owners would lose homes or property. We were told it is just a few houses around Kings Hill "for now"—what does that mean, that there's more to come?"</p>	
459	4/10/2019	Artman	Beth	I disagree with widening Wasatch Blvd. UDOT needs to come up with better solutions. You should be encouraging active transportation instead you are making it MORE dangerous for pedestrians and cyclists especially since you are removing the bike lane. You are also destroying the character of the road. Trying to facilitate more cars into LCC canyon is wrong. The canyon cannot handle more cars, 2018//2019 season proves that fact.	Website
460	4/10/2019	Price	Scott	<p>I live just east of Wasatch on Blue Jay Ln. On heavy traffic days, I can see the cars waiting in line to get up LCC from my couch. I LOVE the bus queue jumps idea as a way to encourage people to get on the bus instead of driving their own vehicles up the canyon on heavy traffic days! There really needs to be a way for buses to get passed the line of cars that forms on LCC road though in order for it to really have much effect.</p> <p>I also LOVE the shared use path. I bike commute and that stretch of Wasatch is currently pretty scary with the high speeds, small shoulder, and bike lane so close to traffic. I also look forward for a way for my children to get to Golden Hills park without having to deal with all of the hills on Kings Hill Dr. Those steep hills make the kids avoid heading to the park on their bikes, but Wasatch is way too dangerous for children to bike or walk along.</p> <p>The corner of Kings Hill and Wasatch also desperately needs a light.</p> <p>I hope you start with those features I just mentioned as soon as possible. They could immediately add great value to traffic/pedestrians/cyclists that use Wasatch and LCC.</p> <p>I am not very excited about the 5 lane highway so close to my house. I hope that if we truly do end up turning that entire stretch into a 5 lane road that the speed limit is reduced to at most 40 mph.</p> <p>While semi unrelated, I'd also like to thank you for fixing the left hand turn lane when heading south on Wasatch and trying to turn left on to Golden Hills. The old configuration had northbound Wasatch traffic coming straight at me as I waited to turn left, the traffic had to veer around me at the last second. It feels much safer now.</p>	Website
461	4/10/2019	Samuels	Laurel	<p>As a resident of the "Top of the world" neighborhood, I, along with my family, and many of my neighbors, am extremely concerned in regard to the expansion plans of Wasatch Boulevard. The proposal to widen Wasatch boulevard to 5, or even 7, lanes, will only exasperate the current problems of this stretch of road. Each day that we exit the neighborhood we are taking a risk as we enter into and/or cross, lanes of traffic with commuters traveling at 50 (or more) miles per hour. In the past 9 months of living in this neighborhood, I have had several close calls trying to enter/ exit Golden Hills as well as the "High T" intersection due to the high speeds at which cars are traveling and lack of traffic slowing measures.</p> <p>On heavy snow days when Little Cottonwood Canyon is backed up along Wasatch Boulevard we cannot enter or exit our homes due to the parking lot that is created by funneling two lanes of traffic down to one in Little Cottonwood Canyon. If we need to go South on those mornings, we can't cross the "parking lot" on Wasatch Boulevard without back-tracking down to Bengal Blvd.</p> <p>As a parent, I fear the day that there is an emergency and I cannot get to the closest hospital (and/or my children) in time because traffic is gridlocked. I fear exiting my neighborhood and trying to get home for the day that my luck runs out and I get t-boned because cars are traveling too fast along this corridor.</p> <p>As the current Wasatch proposal is to widen the road up to the "high t" intersection, it will only serve to create an even larger "parking lot" up to this point as there will still be NO WHERE for cars to go as they wait, idling and/or parked to merge to enter Little Cottonwood Canyon. This will create more pollution settling into the neighborhoods and further pollution of our watershed. For those whom live in these neighborhoods and suffer from allergies and/or asthma (as most of my family does), elderly, or in poor health for various reasons, it will increase their health issues as they are exposed to an increased level of environmental toxins and pollution.</p> <p>On days when traffic is not backed up, the widening will only contribute to commuters travelling at even higher speeds as they feel more comfortable, and increasing the risk to those trying to enter/exit their neighborhoods along this corridor. Without proper planning for egress, lives will be put at greater risk and the potential for accidents will increase.</p> <p>You are proposing to take people's HOMES. Displacing families at a rate which they will be unable to financially invest into the same, or a comparable neighborhood as they are given much less for their homes than fair market value (as has been proven time and again with cases of eminent domain) - not to mention the cost and time that they will lose which is involved with moving/ relocating. Kids will likely be relocated to different schools. People will be taken away from their community. Homes adjacent to the road will likely have a reduced value due to their newfound proximity to the road, and the peaceful neighborhood into which we residents invested will be reduced and/or diminished. Green space in the park on Wasatch which was already small, and negligible in Cottonwood Heights, is being sacrificed for a road, further reducing the outdoor space for residents and their children to enjoy, get outdoors, and connect with nature.</p> <p>Overall, it is nothing more than greed exchanging hands at the expense of a community. It is not a solution to a problem, nor could it even be considered a band-aid. At what point will UDOT realize the value of people's lives and focus on addressing issues and coming up with legitimate solutions? Put your money and work into fixing the failing roads, actually finishing projects left undone, and creating solutions with community input.</p> <p>What dollar amount can be put on a child whom was killed because they were put at undue risk trying to get home? What if it were your child that was lost?</p>	Website
462	4/11/2019	Smith	Dave & Penny	* See attachment *	Email
463	4/11/2019	Crockett	Anne	<p>I had a thought that the Zion shuttles which are not used for most of the winter could be brought up to Little Cottonwood and used as loop shuttles from the base parking lots up to the resorts. There would have to be some configuration to accommodate for skis.</p> <p>I also think that there will have to be parking garages built in proximity to the canyon. I think that looping the UTA busses from the train station up to the resorts isn't efficient. If you looped the UTA busses from the train stations to the park-n-rides and then had another shuttle looping back and forth to the resorts, I wonder if this would speed up the process.</p>	Email

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				Yes, people would have to get off at the park-n-rides to get on another bus, but, like with the Zion shuttle, if there is another shuttle w/in a few minutes, then it shouldn't be a big deal. That's all I have. Thank you for listening. Anne Crockett	
464	4/11/2019	Neunzert	Martin	One solution to the myriad of problems in Big and Little Cottonwood Canyons is to eliminate PARKING in the canyons. Now, before you hurt yourself laughing, understand the logic: - This strategy unfairly discriminates against EVERY user group (remember, the goal is not to make everyone happy, but to save the canyons). - Let the free enterprise system figure out who will set up continuously-running shuttle busses (with bike and ski racks), that is, the ski areas, Uber, UTA, Salt Lake Express, etc. - Allow people to drive up and down if they want to; this "drive-through" mentality seems strangely acceptable to many visitors of our national parks. Now, rather than compiling a list of reasons this can't be done, make a list, for every other alternative, of why that alternative is cheaper, quicker, more efficient, and more mindful. And consider the message this strategy ultimately sends to the world: We are serious about fixing our problems even if we are the most close-minded state in the country. After all, it's not about hiking or skiing or air quality or biking or wilderness or water quality, it's about people moving and moving people.	Email
465	4/11/2019	Defries	Tony	Really great this is being looked in such detail. I really do not understand why you are not seeking to reduce car traffic up and down the canyon particularly in winter. All the schemes seem to be increasing traffic - 3 lane road up the canyon is mad. You surely should be looking at major car park structures at the base of the canyon for virtually all people to leave their vehicles behind and then having a really great free bus service up and down the canyon, a bit like you have in park city - but using hydrogen powered buses serving the resorts. This will massively reduce the traffic and pollution. Cars and other vehicles going up the canyon should be the exception. Tony Defries	Email
466	4/11/2019	Rampton	Susan	it is so hard to see our beautiful canyon Wasatch Blvd to Alta become just another high speed freeway with the multitude of traffic problems that accompany it. Widening the road and taking out trees that make our canyons unique and beautiful will just destroy what is left of our "wild Utah". It has become another destination for those who can afford it. They surely can adjust to carpools and shuttles to keep our canyons and resorts more than just another high speed access to resorts	Website
468	4/11/2019	Rodgers	Lauren	Adding a lane to any of the canyons here in Salt Lake will only make hikes more crowded and lift lines longer. You can move more people up there pretty easily by adding the lane, but once people are up there, what then? What do you do about overcrowding on the mountain? A different alternative needs to be proposed, such as implementing a toll, getting rid of the ridiculous Icon/Mountain Collective passes, etc. Keeping Salt Lake under the radar and out of the tourist's eye should be top priority, instead of trying to make more money by shoveling people up there! Please do the right thing for our mountains.	Website
469	4/11/2019	Brown	Scott	Please widen the road to two travel lanes in each direction and put a light at Wasatch and Kings Hill Dr.	Website
470	4/11/2019	Neunzert	Martin	Eliminate PARKING in Big and Little Cottonwood Canyons. Now, before you hurt yourself laughing, understand the logic: - This strategy unfairly discriminates against EVERY user group (remember, the goal is not to make everyone happy, but to save the canyons). - Let the free enterprise system figure out who will set up continuously-running shuttle busses (with bike and ski racks), that is, the ski areas, Uber, UTA, Salt Lake Express, etc. - Allow people to drive up and down if they want to; this "drive-through" mentality seems strangely acceptable to many visitors of our national parks. Now before you start compiling a list of reasons this can't be done, make a list, for every other alternative, of why that alternative is cheaper, quicker, more efficient, and more mindful. And consider the message this strategy ultimately sends to the world: We are serious about fixing our problems even if we are the most close-minded state in the country.	Website
471	4/11/2019	Jones	Margelia	Expanding Wasatch Blvd in Cottonwood Hts will just make the canyon traffic worse. UDOT needs to use the right of way you already have on Highland Ave to the south of 9800 South to expand this route and accommodate some or the projected growth to the south! Ski traffic has to use Wasatch Blvd, commuter traffic doesn't if there are alternatives.	Website
472	4/11/2019	Conklin II	Glen	Gondola or rail please. Been to Europe several times, the Swiss figured this out a long time ago.	Website
473	4/11/2019	Webb	Bryan	First I want to thank you for opening this up to public comment. As a life long resident growing up at the mouth of Big Cottonwood Canyon and living in the area over the past 50 years. And also driving up both Big Cottonwood and Little Cottonwood 5 days a week for work and recreation over the last 30 years, I have seen just about every scenario concerning the traffic and parking problem. I have looked over the proposals and I like most of what has been put forth concerning the parking at the gravel pit and road upgrades along Wasatch Blvd ect. Concerning transportation up and down Little Cottonwood Canyon I believe that anything involving the canyon road is NOT the solution. The road IS the problem and adding more lanes, snow sheds, or more busses does not solve the problem in a blizzard or when the roads are icy and cars, trucks and busses slide off the road causing people to be stuck standing on a bus in traffic for 8 hours. (actually happened this year) I believe after looking at all the proposals for Little Cottonwood Canyon the 3S Gondola proposal is the best solution. The 3S is not susceptible to avalanches and can move up to 6000 people per hour at a max speed of 8 meters per second or 17 mph, for about a 20 minute ride across the 8 mile span top to bottom, with a constant flow of people loading and unloading. The 3S gondola could also become a tourist attraction itself creating revenue for the state much like the Tram does for Snowbird. Like I said, I believe any improvements to the road as the main solution to the problem should be taken off the table. Concerning the light cogged rail proposal. According to my research, a light rail train car can hold about 90 people with 3 cars per train or 270 people per train. With 2 trains running in opposite directions with about a 20 minute load, unload and travel time (I'm being generous with 20 minutes for that process) that is a capacity of 810 people per hour in one direction, with people standing stationary in line for 20 minutes at a time until the next train arrives. Not a constant flow of load and unload and no where close to the 6000 people per hour capacity of the 3S gondola. You have my number and I would be more than happy to answer any question you have about opinion or where I got my information. Thanks, Bryan	Website
474	4/11/2019	Mcgrath	Richard	The only time there's traffic back ups is when the canyon closes. More lanes will not fix that. As to the Kong's hill intersection. Simply cutting back the trees at the bend and extending the turning lane will improve line of sight. I'd much rather lose a corner of my yard for that than have you destroy my home all together and ruin the community with a giant highway that won't solve the problems anyway. I'm not sure how things work there, but judging by the fact that you seem to have ripped up and redone wasatch almost every year I've lived here, It seems you care more about blowing millions than ( and at the expense of) one of the nicest communities here.	Website
475	4/12/2019	Kraan	Eric	At your last Open House on April 9th, your team repeatedly suggested that the 5 lane configuration was determined and in step with Cottonwood Height's Wasatch Blvd Master Plan. I stated in an email to you, dated March 11, that Cottonwood Heights has not adopted a Wasatch Blvd Master Plan, and while there might be a draft about it, it is misleading to the	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				public to present such information as if our city leaders have adopted it in the public's behalf. Please consider the information our residents are conferring to you, and be advised that popular sentiment is strongly opposed to a 5 lane road. Further, we all find it absolutely preposterous to even consider flex shoulders that would expand the road into an effective 7 lane superhighway.	
476	4/12/2019	Nichols	Kirk	Little Cottonwood EIS comment Kirk Nichols April 2019 I am concerned that the Little Cottonwood Canyon EIS, with the purpose of reducing congestion and enhancing safety in Little Cottonwood Canyon for the purpose of recreational use of the canyon, is studying only the road corridor while missing the significant and adverse effects of recreation on the environment of the canyon. Traffic improvement is connected to recreational use of the canyon and is the purpose of that traffic improvement EIS. The two, the canyon road and the canyon recreation, are connected. In the lawsuit Thomas v Peterson (1988) the Ninth Circuit Court found that separating the EIS of just the road, from the purpose of the road, a timber sale, was unlawful. This Little Cottonwood EIS must include the effects of recreation due to the improved roads and parking. The lead agency may be UDOT, but the state EIS funding must also include studying recreation effects on the national forest. A latent-recreation-demand study is needed. Due to traffic congestion, many recreationists are staying away from Little Cottonwood Canyon. With reduced congestion as one of the objectives of the road improvement, many of these displaced people will return, rapidly increasing the number of people recreating in the canyon. The congestion cycle will start over now with a higher number of people and will continue to cycle until congestion overwhelms the new improvement of the road now being studied. Again, the Little Cottonwood Canyon EIS will be inadequate without studying recreation demands on the environment. These issues are connected. The sooner a limit on the number of visitors to these canyons is studied, the higher the quality of each visit will be. Due to the NEPA requirement to study cumulative effects, I do not see that the Cottonwood Canyons Transportation Action Plan is adequate to satisfy the cumulative effects requirements of NEPA and the Council on Environmental Quality. Big Cottonwood Canyon needs to be studied as a part of the same EIS as Little Cottonwood. The effects are cumulative across the canyons and the effects are connected. Thank-you for hosting public input on these very important canyons! Kirk Nichols	Website
477	4/12/2019	Mcgrath	Richard	The more that I'm looking into this, the more absurd it sounds. The only time there's traffic backed up is when they close the canyon at the high T. What good is adding 2 miles of 4 to 5 lane 60mph highway that destroys 3 family's homes if it's gonna back up at the bottleneck anyway? The light at kings hill won't help anyone turn left out of the neighborhood if it's a parking lot of exhaust fumes through the light anyway. Simply cutting back the vegetation at the kink and extending the turning lane, as well as adding a flashing sign reminding people to slow down will improve line of sight and safety. It seems like your true goal is to blow millions in funding so you get it again next year? If that's the case, and you want to make life easier for Draper people, then why not spend it on finishing highland past the Home Depot? I don't have an engineering degree, but am starting to think I could pick one up fairly easily.	Website
478	4/12/2019	Kvaal	Anders	I think addressing the issue of canyon congestion is extremely important. However, I believe a toll road would only pass the cost to the little guys and would effectively make an already expensive sport an impracticality for middle income customers. As a school teacher I teach summer school every year to pay for my ski season pass. In recent years with rising resort costs I doubt I'll even be able to afford a pass in coming years. If a toll is to be implemented please at least consider waving the fee for season pass holders. I'm all for tourism to our beautiful ski resorts but I believe a toll completely negates the middle-income locals perspective. Don't forget about locals, we've seen enough disappointment with the increased traffic and cooperate buyouts in recent years. A toll is a terrible and exclusionary idea which should be obvious to the average person. It would also do nothing to improve congestion and would more than likely make it worse. I'll take my business elsewhere if a toll is implemented without concern for locals and the environment. A toll is band-aid, get real and actually solve the problem for long term growth projections.	Website
479	4/12/2019	Cotter	John	As much as making the road safer with Snow Sheds and another lane this will never stop the the issues with lack of snow tires, worn out tires, 2 wheel drives, and arrogant choices. I have been in the canyon for almost 48 years, in my opinion there will always be issues with there road that is beyond the areas proposed for the Snow Sheds. We need an option that eliminates individual vehicles traveling up and down the canyon on their own. If an area for parking and departure could be found the idea of a Gondola seems like a fairly foolproof concept. Out of the way, can run in most conditions, carry a steady stream of people up and down. Thank You	Website
480	4/12/2019	Thomas	Susan	My biggest concern is building to close to the stream. I think the existing road could be made wider for an extra bus lane during the peak hours. I think the parking lot attendants could spend a little more time parking cars closer together. Parking at the base of the canyon is frequently filled when I want to go up the canyon. My preferred time in the winter is around 11:00 to !:00. There is minimal bus service at this hour. I think that season pass holders and some of the older retirees only like to ski for a few hours. Also during Christmas and Spring break I have been told by people who rent cars that the rental car agents tell them they will have no problem getting up the canyons with a four wheel drive and all season radials. That information is very misleading and I have seen many a fishtailing car on the road this winter.	Website
481	4/12/2019	Striefel	Jan	My primary concerns in LCC are the environment including water quality, scenic quality, impacts to wildlife and native vegetation, and recreation experience. I am attaching my comments to the CCTAP as well, because I believe they are relevant to this EIS. I attended the Open Houses on April 9th and wish to make comment. I noticed that there are two or three very large parking structures planned near the mouth of the canyons to encourage people to park there rather than traveling in the canyons. I am concerned that those large structures might cause just as much traffic and congestion, though in a different place and close to neighborhoods. I believe that more dispersed bus pick-up points throughout the valley would work better. This idea came to me because my granddaughter participated in the Friday afternoon school ski trips sponsored by Snowbird in which the children were picked up at their schools and bused up the canyon. Schools are empty on weekends, have parking lots and space, and could be good collection points for skiers within their own neighborhoods. Additionally, the schools could receive some compensation which they greatly need. Coordination with the school districts should be required. There are no doubt other opportunities in large shopping areas as well. These relatively easy to implement ideas should be considered first before expensive parking lots/structures. Additionally, I believe that the ski resort pays for the buses that take the children. They were not school buses, rather Le Bus. It would probably be less costly for the resorts to implement these kinds of actions rather than expand parking lots or build expensive parking structures, and certainly less impacting to the environment and the ski experience. Even building parking lots at the trail heads seems avoidable. I think the example of Zion Canyon and the bus system there is a good example of an easy way for people to get off a particular points in the canyon knowing that a return shuttle will be available soon. I am very concerned about degradation of the canyon environment that we all value and utilizing existing facilities seems workable and less impacting. Thank you for the opportunity to comment.	Email
482	4/12/2019	Wilcox	Sylvia	Instead of widening the canyon road, I wish you would seriously look at a shuttle like what they have at Zion's, and increase the parking near mouth of the canyon. You'd have to have an area to stop and only employees and residents could drive up the canyon. It would be hard and people would complain at first but you've got to try to not destroy any more of the canyon with construction!	Website



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
483	4/12/2019	Thomas	Richard	The Albion Basin watershed must be protected from damaging development for the sake of our drinking water, but more visitors need to be accommodated. I want to see bus mass transit from valley parking hubs. Buses beat the snake of cars by using a dedicated transit lane up in the mornings and down from the resorts in the afternoons. The buses have to run with enough frequency that a schedule is unnecessary. The transit lane should be separated from the two traffic lanes. Snow sheds should be considered in the avalanche areas that most threaten the plow operators and delay canyon opening times. Limit resort parking after lots fill up. Reduce car travel on Albion Summer Road. Support summer Sunnyside chairlift option. Find a way to keep Grizzly Gulch undeveloped. Educate visitors.	Website
484	4/13/2019	Filgo	Shelly	Im sorry about not getting to the open house meeting. Here are my comments. Problem too many cars, Solution eliminate cars Question how, the easiest fastest is bus, carpooling only no sigle riders. Parking make designated street parking, educate and make it public. When that is full People can take an uber to the bus stop they will figure out a way to park.	Website
485	4/13/2019	Kern	Krista	Have you ever considered doing what they do in Europe? CLOSE the Down traffic for 30 minutes when PEAK traffic is going up then reopen the down lane for 10 minutes allowing those waiting to exit? This would allow the lane in demand to utilize both sides of the existing road. It is in proportion to what's needed. This would enable NO further road construction~ just to maintain the existing infrastructure. We recently had a friend visiting from Chamonix in France and he said this is what they do on peak. We live in Granite and I have returned to Utah after 32 years to Ski Alta. It's a travesty what has happened. Thank you! Krista Kern	Website
486	4/13/2019	Cummisford	Kevin	A long term plan that doesn't rely on automobiles as the main transportation method need to be initiated.	Website
487	4/14/2019	Ferguson	Justin	A separated/divided space for bikes and running would help dramatically with traffic and improve safety. As the population of the Wasatch Front has grown more and more bikers and runners are in the canyons than ever before. I would like the see a divided 6 foot paved trail with 3 feet for traffic going up and 3 feet for traffic going down. Because it would only need to handle foot and bike traffic it wouldn't need to have the weight requirements of an automotive traffic lane and would therefore save money over paving an extra whole lane up/down the canyon. Please consider this option.	Website
488	4/15/2019	Ford	Merrill	Why do anything with the traffic problem!!!! The skiers are there for recreation only. We have more traffic problems in the valley I-15,I-215 all over and most drivers are trying to get to work, I think that should be more important than the recreation up the canyons. The locals should be going on week days rather than weekends.. The ski resorts are making the money and doing nothing.	Email
489	4/15/2019	Grace	Nikki	I dont know who to talk to about my property that backs onto Wasatch. When purchased we knew of the easement, which it appears UDOT has now taken. We bought knowing that and judged we still wanted the property primarily for its elevation and spectacular views. My concern is if there is plans beyond this for condemnation on my property and a massive widening for an extension of I 215. This has put us in limbo. How can we sell our property is there is further potential for adverse to our property. Because of the talked about potential massive roadway, we need to know because we are considering leaving the city and possibly the state. Please advise of the status on our property.	Email
491	4/15/2019	Johnson	Evan	I really like the idea of avalanche sheds. Seems like a "no brainer" - a safer road, with faster powder day opening times to reduce congestion. If built correctly, with a vegetated dirt top, it would have a low visual impact as well. Maybe they could even serve as wildlife bridges? They seem to work will in Canada, regardless. I also like the ideas of improve the trailhead parking lots and adding bus stops - adding another entrance for White Pine that isn't a blind corner seems like an especially good idea. As much as it pains me to widen the road in that little canyon, I can also see value in adding a 3rd lane, to enable more busses and/or increase uphill or downhill capacity at peak times. A bus does not good if it's stuck in the same gridlock traffic! A train in the tunnel seems like it would have the least visual and environmental impact, but, that seems out of our budget. I don't have any to say about Wasatch Blvd, except that I apologize to everyone who lives there for taking up space on their road, and I hope transportation improvements make it easier on the residents.	Website
492	4/15/2019	Kennington	John	Transportation: -Any aerial or train transport in the canyons should not be considered. Any additional transport right of ways would destroy the canyons, too narrow and foot cross traffic across ROWs would be impeded. Too expensive as well. Shuttles should be used on existing right of ways, as they are infinitely more flexible in scheduling, routing (ie locations of intermediate stops at trailheads) and capacity changes. No adequate location for tram parking is apparent. Christmas tree/rock quarry site south of the La Caille split is too small for the number of cars that will need to be parked. Shuttle use can be used as an excuse to get private vehicles off the roads. Roadway expansion, tolling, tolling, tolling, and snow sheds are ok. Busses should be electrified in the future. -No ski interconnect or other additional accesses to the Canyons should be allowed. Indexed tolling fees should be used for private vehicles based on # of people in the car. A high priority should be placed on getting private cars off the roads. Fees collected should be used in the Cottonwoods for improvements and to offset expenses, like making shuttle fees affordable. Besides the Gravel Pit, other parking lots should be located away from the canyon portals and then served by public transport. Land use: Ski areas should not be allowed to expand, although land trades to privatize their base areas should be allowed, to reduce their out of area holdings. The White Pine parking lot changes and snow sheds should be the top priority road improvements, unless any future improvements to the BCC/Wasatch or LCC bottom intersections are deemed more important. Parking at the Spruces Lot should be opened up for all season access. That lot is wasted in the summer. -The Grist Mill lot should be developed for hikers and climbers. -Again, no trams, trains or Ski Interconnect, please! -Thank you very much for taking on this enormous challenge, and for letting me comment on this process. Please remember:"They're making a lot more people, but no more land!"	Website
493	4/16/2019	Arens	Hilary	I think the gondola option would be a good solution to part of the canyon transportation issue. It is low emission, and doesn't have to manage the various road conditions in a snow storm. Also removes the variable of having bad cars and bad drivers on the roads. While the snowsheds could be a positive improvement for the avalanche paths and mitigation, it doesn't solve the problem of the many cars going up and down the canyons daily. This should be a strong consideration for the positive environmental impact it could have on the canyon. Also, increased parking at the mouth of Little Cottonwood Canyon would be important. Is it possible to convert the parking lot to a multi-story parking structure?	Website
494	4/16/2019	Anderson	Davis	Avalanche danger is clearly a major factor in keeping the road open. Not only does it cause delays for those trying to get up the canyon, but it costs money and resources, and still leaves a risk of an avalanche striking the road. I think snow sheds/avalanche galleries need to be explored. I am not educated on the process or feasibility of building these, but if a structure can be in place to reduce risk and allow the road to stay open, I think it is worth exploring. I have seen them implemented in other parts of the world.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
495	4/16/2019	Eatchel	Dr. Andrew	<p>With respect to adding toll booths in the Cottonwoods, most of the vehicle traffic is headed to/from ski resorts, hotels, and other businesses in the canyons. Property/business/resort owners and patrons are the next major contributor to regular daily traffic and recreational users such as hikers come in a distant third.</p> <p>One of the proposals is to swap FS land next to the roads for some on the slopes near water resources that is less developable. My concern is that any such land swap may result in additional building/development in the future that will exacerbate the transportation problems and crowding in general.</p> <p>In Millcreek Canyon, have property owners been excluded from payment of tolls? I think they have a special pass don't they? And don't they contribute disproportionately to the canyon traffic? Will the same be true for the Cottonwoods? If expansion of roads is required to increase traffic capacity, the cost should be paid by those who use the roads the most, through an annual impact fee charged proportionally to resorts, businesses, and cabin owners. The public in general already pays for road building and upkeep through fuel and other general taxes.</p> <p>Federal law requires free access to public lands. If the Cottonwoods are only accessible via a toll booth, there will be no fee free access to the Wasatch front anywhere between Parleys and Provo Canyons. The problem is that once imposed, access fees always go up to support ever increasing growth. This has the effect of eliminating access to lower economic classes who are unable to afford to pay the access fees. I think there are some FLERA and other federal laws that require free access. The USFS tried to impose access/parking fees in the Cottonwoods a couple of years ago and the public came out unequivocally against it so the fees were not implemented.</p> <p>As the population increases without limit along the Wasatch Front, the roads will never be large enough to handle the traffic. By expanding the road width, it only encourages further growth and hence, the need for further expansion. The best idea, and one that will work, is to expand the parking lot capacity at the base of the canyons and rework the bus schedule and make sure that it makes stops at hiking trails and other recreational areas in addition to the resorts and other businesses and at sufficient intervals as to be feasible to use the buss. If the bus fair was minimal – on par with that paid on city routes – it would serve the bulk of the transportation requirement. Though employees and patrons of the resorts/businesses would likely use the buses, cabin owners and business/resort owners would not. That is where an annual impact fee for property/business owners should bear the brunt of the cost of any road expansion that is necessary.</p>	Website
496	4/16/2019	Kennington	Jan	<p>parkl do not want</p> <ol style="list-style-type: none"> <li>1) Trains 2) Gondolas going up the canyon.</li> </ol> <p>I do want</p> <ol style="list-style-type: none"> <li>2) Better transportation options such as big buses along with smaller buses that would stop more frequently to let people off year round in stops other than the ski resort.</li> <li>3) Bus lanes bike lanes and car lanes from Ft Union all the way to Alta</li> <li>4) Middle lanes that can accommodate heavier traffic depending on the time of day. ie 2 lanes going up the canyon in the morning during ski season one lane down and then 2 lanes going down the canyon in the evening 1 going up.</li> <li>5) Less emphasis on parking lots at trailheads in the canyon to encourage using bus transportation.</li> <li>6) Ski resorts should contribute funds towards avalanche mitigation as they are the ones MOST affected financially when the canyon closes.</li> </ol>	Website
497	4/16/2019	Schlegel	Nycha	<p>I favor a third flex lane in the canyon, Right now, the occasional passing lanes do little to mitigate congestion. I also favor the installation of a gondola. I'm opposed to tolling—the canyon is a resource that belongs to all of us and we ought to be encouraging, not discouraging use. I am not opposed to parking fees that might accomplish some of the same objectives. Finally, I would urge immediate restriction of large vehicles except for buses, snow plows, and emergency vehicles uphill from 8am to 10am and downhill from 2:30pm to 5pm or whatever hours studies show them to be a problem. Very often backups have been occasioned by giant cement trucks, garbage trucks, tractor trailers, and the like.</p>	Website
498	4/16/2019	Staker	Burke	<p>I am in Little Cottonwood daily during the winter. When roads are bad and 4X4 is required, two wheel drive cars or 4X4s with bad tires inevitably enter the canyon or get by the officers at the base and back up the entire canyon. Because we no longer have vehicle safety requirements for auto licensing, many people are not replacing worn tires. We could require all vehicles that wish to enter the canyons during Canyon Restriction times to have their vehicle certified by a mechanic annually prior to each season. Like the old safety requirements, but just for winter conditions. The certification could be \$50 and a portion could be a tax for maintaining the canyons. The certification would include a sticker for the front windshield that would be very visible to officers at the base of the canyon, no sticker, they turn around. If someone doesn't want to buy snow tires, they can ride the bus.</p> <p>A building developer is required to demonstrate sufficient parking for the intended use of their facility, a 10 unit town home project typically requires about 20 stalls. Why don't the resorts have a limit on the guests they can accommodate per day once they can no longer provide parking? The system we have now of slamming as many cars up there as possible is not working. If the resorts couldn't sell more passes once they reached parking capacity, they would be far more incentivized to take the lead on finding a solution. Snowbird using 210 as their daily parking lot is not right, their parking attendants stand out in the road and stop the entire canyon to back cars in place. My tax dollars that are intended for roads should not subsidize a resort that won't provide adequate parking on their own property.</p> <p>Make hitchhiking and carpooling up the canyon easier by providing areas near the park and rides where those seeking a carpool can catch a ride. Add space to pull off on the side of the road east of the LCC sign to pick up hitchhikers. The majority of the drivers that have room in their cars are willing to pick people up if we could make it easier for them. A willing carpool driver is not going to drive through the bus stop loops to ask people if they need a ride.</p>	Website
499	4/17/2019	N/A	N/A	This should be combined trains as best long term solution.	Map-Avalanche
500	4/17/2019	N/A	N/A	How will future vegetation composition impact avalanche intensity?	Map-Avalanche
501	4/17/2019	N/A	N/A	If we still need to close the root to shoot all other avalanche paths then this solves nothing!	Map-Avalanche
502	4/17/2019	N/A	N/A	Snowsheds work great in Europe. Would NOT solve any of the rest of traffic problems etc. in the canyons.	Map-Avalanche
503	4/17/2019	N/A	N/A	Compare gondola vs widening the road.	Map-Roadway Capacity
504	4/17/2019	N/A	N/A	Should include rail if you're going to put another lane in... another lane will just encourage car traffic and we'll be back where we started in 5 years.	Map-Roadway Capacity
505	4/17/2019	N/A	N/A	How will increased access affect the watershed? Good point!	Map-Roadway Capacity
506	4/17/2019	N/A	N/A	Solves traffic. Worse parking problems.	Map-Roadway Capacity
507	4/17/2019	N/A	N/A	Bridge= lower aesthetic. People wont use-they'll walk and road.	Map-Trailheads
508	4/17/2019	N/A	N/A	I have concerns that those plans do nothing to address high-use lower canyon parking.	Map-Trailheads
509	4/17/2019	N/A	N/A	Should be temporary for the eventual elimination of private cars from the canyon.	Map-Trailheads

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
510	4/17/2019	N/A	N/A	No road side parking-or at least only in designated areas.	Map-Trailheads
511	4/17/2019	N/A	N/A	Roadside parking is dangerous and should go away. Trailhead access needs to be controlled through enforcement.	Map-Trailheads
512	4/17/2019	N/A	N/A	Dedicated bus & van lanes- Yes!	Map-Wasatch Boulevard
513	4/17/2019	N/A	N/A	Love the pedestrian trail	Map-Wasatch Boulevard
514	4/17/2019	Stubbings	Alex	The ski areas at the top of Little Cottonwood have a finite resource. Nothing needs to be done to "increase capacity". A simple study of economics and supply and demand needs to be attached to REALITY. No more Ikon and Collective passes. Charge more for Season passes and Day Tickets. More buses won't help, more lanes won't help, less skiers in a simple demand reduction by increasing prices is the only answer. Dynamic pricing and real traffic control only allowing uphill access from the Wasatch Blvd side would be a start. Eliminate traffic jams by only allowing uphill entry from Wasatch. NO TRAFFIC UPHILL FROM little cottonwood side opposite the park and ride. EZ, problem solved.	Website
515	4/17/2019	Kennington	Nate	Hi, I am resident living in cottonwood heights and I have some concerns about this new plan and how it could be used to complete corporate goals of ski resorts. These goals could include tram ways built between resorts that would threaten the environment in the untouched parts of the canyon. Also, a railway up the canyon seems a little excessive and I believe more investment in the shuttle/bus system would be more fruitful and have less of an environmental impact. Thank you for reading this email about my concerns and I hope you take them into consideration.	Email
516	4/17/2019	Ruhkamp	Brent	The Cottonwoods are a treasure and deserve a grand plan to protect them. The best solution would be a giant loop of a train running from SLC to Park City, then to Big Cottonwood, followed by Little Cottonwood and then back to SLC. It will be the most expensive option but it is desperately needed to ease congestion, improve air quality, and improve quality of life.	Website
517	4/17/2019	Auchincloss	Sarah	I think implementing a similar fee structure to Jackson Hole on weekends would benefit LCC traffic. Having a parking cost of \$20/car if you have less than 3 riders is acceptable.	Website
518	4/17/2019	Serr	Deven	<ul style="list-style-type: none"> <li>- Incentivise carpooling by allowing those with 2 or more passengers up the canyon first on powder days.</li> <li>-Include both little and big cottonwood canyons in the scenic byway toll fee, money goes to UDOT and not the forest service so it improves traffic issues only.</li> <li>-widen shoulders to allow queuing to not interfere with flowign traffic. E520</li> <li>- enforce 4wd rule like they do in california on I-80</li> </ul>	Website
519	4/17/2019	Koenig	Jon	<p>Hi All,</p> <p>Minimize development along Wasatch boulevard to the addition of either two bus lanes or train lines with large sidewalks and bike lanes. It's my hope leaders are change agents for the future, providing mass transit for commuting (work &amp; recreation), two lanes for vehicle local traffic and bike lanes &amp; sidewalks for local commutes and recreation. Ideally the decision will be influencing the community's health and safety. The completion of Highland (2000E) seems very logical in regards to commuter traffic relief. Cottonwood Canyon parking/loading hubs at gravel pit and 9400S &amp; 2000E. With dedicated bus lanes or train lines going to the cottonwood canyons.</p> <p>Personally a big fan of the train system with hubs at 9400S &amp; 2000E (extended from 700E location) with lines going up LCC and across Wasatch blvd, with station at 9800S and Wasatch Blvd. and connecting to BCC &amp; park city, and with hub at gravel pit, ect. With the more affordable option of dedicated bus lanes and community speed limits with a focus on larger bike lanes and sidewalks.</p> <p>There is no doubt that people will change when they can get to the mountain faster using mass transit. Give them the opportunity to do that at the gravel pit and 9400. Entertain them at those locations. Making it fun will aid in prospering businesses at those hubs and more ridership.</p> <p>Change is unlikely if you widen the road, modernize the sight lines and then funnel them at the mouth. That is the current problem, get the public in mass transit before, don't ruin a perfectly good neighborhood with a huge road that promotes more traffic, please promote mass transit, biking, walking and community.</p> <p>The presented road design at the April 9th meeting did not present anything beneficial besides the added sidewalks. What good is a 5 lane road that ends with a funnel to two lanes? It did show the introduction of mass transit with loading areas, but didn't prioritize mass transit. When the 5 lanes of traffic funnel to 2 lanes and back up, what priority does the mass transit get with the new plan? what encourages people to actually ride mass transit?</p> <p>PLEASE prioritize mass transit, make the hub a nice place with entertaining businesses and ample parking, an enjoyable meet-up spot, have music, make it feel like your first step in "resort experience", make it cool, people will use it. Get people on mass transit—that is a prioritized and faster option.</p> <p>Our future is mass transit, walkable/bikeable with minimal local traffic.</p> <p>My fingers are truly crossed.</p> <p>Thank you.</p>	Website
520	4/17/2019	Thibaudeau	Megan	I appreciate that there is a study happening however, I do not believe that the right approaches are being taken. We need to reduce the traffic, or in other words, discourage single or two-person travel, both for the canyons and commuters. Recommendations: Require ski resorts to charge for parking for vehicles with less than 3 passengers; increase public transportation solutions for the canyons; provide better public transport options for commuters; reduce the speed limit on the urban section from High T to Ft. Union; develop more appropriate routes for high volume traffic for commuters to the south east side of the valley (1300 E, Highland, etc). Thank you	Website
521	4/17/2019	Fleming	Scott	Light rail would be the best long-term solution. Increasing the size of the road will only increase traffic -- and the number of 2WD cars sliding off the road blocking that traffic. Buses simply get caught in regular vehicular traffic.	Website
522	4/17/2019	Lee	John	Bus fair should be included in the price of a ski ticket, regardless of whether you take the bus or not, with added stops with adequate parking.	Website
523	4/17/2019	Mills	Joan	If Alt has free lockers I would ride the bus. Love the requirement for snow tires and 4x4.	Website
524	4/17/2019	Bevan	Rachel	I have skied in these canyons for 25+ years, and I have never seen traffic/parking as bad as it has been this season. I believe that they should significantly limit the number of multi-resort passes that are sold and/or not participate in these pass programs without some additional restrictions in place. Additionally, there should be more rigor around making sure that cars park close together, and that only cars appropriately outfitted for canyon/winter conditions are allowed in the canyon. As far as solutions, I am not sure what the options are, and I don't have a great "fix-all", but I do know that this past year in particular has been significantly worse as far as traffic congestion and parking. It is a tragic loss for locals that have been loyal, respectful customers of our local resorts for many years.	Website
525	4/17/2019	Malmstrom	Peter	Significantly more buses are needed. I've waited several hours for a bus on a snow day and if that cannot change I will not ski Utah again. Aspen has free buses and there is never a problem getting around. Likewise Jackson Hole has great skiing and reliable transport. I love skiing Utah but frankly the buses are unreliable, and it's not worth the risk of another bad experience unless things improve significantly!	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
526	4/17/2019	Finnesgard	Alyssa	Improve the ski bus service. I have been taking the ski bus for the past 2 seasons and I have had a wonderful experience! The resorts need to incentivize the bus more, however. Allow the ski bus priority over cars getting up the canyon, add more buses during busy times, encourage out of town visitors to use the ski bus rather than renting a car and make it cheaper for families, especially. The resorts also need to fund the ski bus for the entire duration of the season rather than stopping it weeks before closing. People also may be encouraged to carpool or take the bus if single occupancy vehicles had to pay for parking. I am opposed to additional construction and destruction of wilderness in LCC. Vehicles going up canyon in inadequate vehicles also should be ticketed more often as it creates a safety hazard for everyone. Avalanche control does a great and efficient job keeping the canyon safe, I don't see early morning canyon closures as a major issue	Website
527	4/17/2019	Sahn	Alexander	The traffic problem is that there are too many cars on the road -- adding snowplows or requiring more 4x4 is not going to help that. The costs of driving in the canyon need to be significantly raised. At minimum, there should be no free parking except for 3+ occupancy vehicles. Tolls on the road should also be considered with dynamic pricing. Lastly, the park and ride capacity should be expanded, ski bus frequency should be increased, and rides should be free to encourage usage. If there is going to be an additional traffic lane, it should be bus only.	Website
528	4/17/2019	Comey	Adam	remove all double lane traffic opportunities. add lane restrict for HOV/Bus only. build massive parking structure at gravel pit at bottom of big and close roads to cars. bus every 10 min dedicated to each of four resorts. barricade separation of alta / snowbird traffic - alta dedicated lane downhill	Website
529	4/17/2019	Burnett	Aubrey	Please consider stricter enforcement of 4x4/chain requirements (including rental cars) and a toll for vehicles with fewer than 3 passengers. Thank you.	Website
530	4/17/2019	Frampton	Joshua	It's time to build a gondola from the base of the canyon to the ski resorts. Seriously look at a lot of ski resorts in Europe. They use a series of cable cars, gondolas and trams to get people to the slopes. There are plenty of sites at the base of both canyons that could be developed into a parking lot and lift site to the resorts. People may say this is environmentally damaging. It is actually far less impactful than a rail line or additional lanes up the canyon. Seriously all your efforts for car pool and buses will not work. We keep trying to do the same solution over and over and expecting different results. The cost of these lifts could be made up by people paying for the lift ticket or season pass.	Website
531	4/17/2019	Rush	Douglas	More bus service and more parking at the Park & Rides. I rode the bus all year up from the 6200 S Park & Ride to Big Cottonwood and it worked very well. There were a few times when I had to wait for the next bus and there was one incident where I stood on a bus for 3 hours, but overall it was very good. I rode the bus approximately 50 days However, the service from the 6200 S Park & Ride up Little Cottonwood is poor. There is a 2.5 hour gap in the middle of the day! Plus the schedule is confusing. Also, the bus ski racks do not work well. I realize an effective ski rack is a significant challenge, but this challenge needs to be met. For starters please put a sign up to tell people not to put their poles in the rack. I suggest a rack on the outside of the bus. UTA needs to simplify the online schedules. No one cares what the arrival times are, they only care about departure times! At the Solitude Moonbeam stop a bus departs 3 or 4 minutes before a different one arrives. I was looking at the arrival schedule by mistake and was missing my bus.	Website
532	4/17/2019	Mercado	Emily	Add a 3rd Lane in the canyons for buses only, extra parking at the base, and charge a sliding scale toll or parking fee for cars going up on the weekends (\$10 for 1 rider, \$8 for 2, \$6 for 3, \$4 for 4). I'm sure a gondola is out of the question, but that would be awesome.	Website
533	4/17/2019	Closser	Stacey	Do not let RVs on the mountain! Free lockers for locals at Alta (would encourage people to take the bus if they don't have to haul all their equipment). Express buses (so Alta skiers can skip the Snowbird stops). Ski vans that offer pickup service for residents within 5 miles of the mouth of the canyon. And of course, a TRAIN (with a bar car).	Website
534	4/17/2019	Murdock	Bryan	Alta ski resort management has a list of prioritized solutions. You can see it here: <a href="https://www.alta.com/blog/lcc-traffic-solutions?fbclid=IwAR0-zzF7ACJgMHMGt_leJujF1g1Qoqr50lnAsEVj90phChMrrbW1YocAF_Q">https://www.alta.com/blog/lcc-traffic-solutions?fbclid=IwAR0-zzF7ACJgMHMGt_leJujF1g1Qoqr50lnAsEVj90phChMrrbW1YocAF_Q</a> I think it's great, but I would make a few changes. If the proposal to simply require 4x4 and snow tires all winter is used (and I think this would solve a lot of problems), then bus service has to be improved at the same time. This will disqualify a lot of cars that head up and down those canyons now and those drivers will have to take the bus instead. Something that Alta doesn't propose is that the ski resorts have really strong incentives for car-pooling. I'm thinking of parking fees here. I don't know if there is a way to force the resorts to charge for parking if the car has only a single passenger, but that would help a lot with congestion if they did that. Everything else that Alta proposes, use of shoulders to keep traffic flowing, an HOV lane, avalanche sheds, etc. all sound really good to me. Something I would be very much against would be a toll on every car entering the canyon.	Website
535	4/17/2019	Pepper	Eric	Been skiing at Alra for over 30 years. I have been saying for years that snow sheds at the avalanche zones are desperately needed. Too, a 3rd lane, reversible and HOV, would be great. This should be for cars with 3+ occupants only. Don't allow non 4x4 vehicles. Often snow starts in day. That clear road is now non-driveable for cars not equipped properly. Finally, the barriers at Snowbird's exits that allow a gradual merge was a good idea.	Website
536	4/17/2019	Hunt	Alex	Suggestions for reducing traffic congestion in the canyon in the short term are prioritized as follows: Continue to encourage carpooling. To incentive carpooling, Alta dedicated 25% of the Wildcat parking lot to carpool parking this season. Require all vehicles under a certain weight (passenger cars and pickups) to be 4X4's with snow tires from November 1 to April 30. Increase the fine for violators, including car rental companies. Currently, 4x4 and chains are only required when the road is snow-packed. Too often the road is dry or wet in the morning but snow packed and very slippery later in the day. Use the shoulder or add a third lane at least to gate B to stack vehicles when the road is delayed for avalanche control work. This would allow the traffic lanes to stay open for up and downhill traffic and allows traffic flow in the neighborhoods near the mouth of the canyon. Shoulders on the main arteries coming to canyon could also be used to stack vehicles on mornings when the canyon is delayed to keep traffic flowing in those neighborhoods. Create an additional downhill lane through Snowbird with a barrier that prevents Snowbird roadside parking from U turning into downhill Alta traffic and Snowbird exits from merging with Alta traffic until below Entry 1. On heavy traffic days, the commute from Alta is often one hour longer than from Snowbird and most of Snowbird's lots are empty before Alta's traffic moves. Add another snowplow to the fleet for snow removal in Little Cottonwood Canyon. Particularly on snowy days, another plow would enable the road to stay in better shape and keep the traffic moving. Add a third lane in the canyon for Public transportation and possibly HOV traffic. Use the lane for uphill traffic only from midnight to noon and for downhill traffic only from noon till midnight. A recent reference by UDOT that capacity improvements to the single lane road are in Phase 3 and may not be funded until the 2041-2050 timeframe is alarming. This seems out of touch with the fact the current road does not have the capacity to effectively accommodate current peak demand and that demand is expected to significantly increase before 2041. Improve bus service, which is currently near capacity on busy days, and provide more parking and ride lots near the mouth of the canyon. Install avalanche sheds in slide paths or move the road outside of slide paths. The UDOT avalanche crew has done a great job over the years reducing the avalanche hazard in the canyon through the use of artillery and Remote Avalanche Control (RAC) systems. There have been significant expenditures for RAC systems and remote monitoring that have	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				improved their results and reduced the time to do avalanche mitigation work. If snow sheds will significantly reduce or eliminate the road delay time on mornings avalanche mitigation work is done this solution should be given a higher priority.	
537	4/17/2019	Bias	Mike	Require all vehicles under a certain weight (passenger cars and pickups) to be 4X4's with snow tires from November 1 to April 30. Increase the fine for violators, including car rental companies. Currently, 4x4 and chains are only required when the road is snow-packed. Too often the road is dry or wet in the morning but snow packed and very slippery later in the day.	Website
538	4/17/2019	Jones	Jerimy	My thoughts are to have one way flow traffic at busy times. 8-10 am, only up hill traffic using both lanes. 3-5 pm downhill only. As long as people know the closure is coming it will work. Emergency will have to be dealt with.	Website
539	4/17/2019	Harris	Jill	Perhaps a ski storage space at Alta Less to lug on bus. Safe way to ride share to specific drop area and dedicated parking spaces? combined with storage	Website
540	4/17/2019	Penner	Ron	I think that many of the problems being addressed are due to the volume of vehicles and accordingly, must be lessened. In order for quick implementation and use of existing infrastructure, I propose that drivers be incentivized to carpool by charging both a canyon toll and a parking fee at the resorts that is used to fund bus service that runs continuously up/down the cottonwood canyons. Also an excise tax could be assessed on each lift ticket sold. I feel that charging the users causing the problems is the only equitable way to address these issues. Thank you	Website
541	4/17/2019	Bennett	Matthew	I think the best thing would be to require 4x4s and snow rated tires during the winter months.	Website
542	4/18/2019	Logan	Joe	adding lanes and encouraging carpooling are fine short term solutions, but ultimately a train or a tram up LCC (with parking at the base) would benefit the environment and reduce congestion. additionally, more lane dividers to entry 1 of snowbird are needed to prevent all of snowbird getting out before alta at the end of the ski day. more activities to encourage skiers to stagger their departure (more dining options and/or live music at alta on Saturday afternoon for example). a connection to big cottonwood canyon and park city could help as well, as a significant number of traffic drives in a circle from Park City to ski LCC's superior terrain and conditions.	Website
543	4/18/2019	Eichner	Richard	My wife and I believe that a electronic toll system for both Cottonwood Canyons is the best way to proceed. The tolls should be variable - high during powder days , peak season, low ( or none at all) during times when the canyons are not stressed. On days when the tolls are high, a significant number of additional buses should be employed with direct routes to individual resorts. The resorts should help fund the added buses , just like Park City and Deer Valley run shuttles now from the local high school. Resorts should also consider charging for parking on peak days - scale it to encourage car pooling. The resorts need to financially be part of this process - not just looking for handouts from the State. Money from tolls should be used to improve the Canyons- better trailheads, more bathrooms, snow sheds in Little Cottonwood, etc. Trains and Gondolas should NOT be built - wildly expensive, damaging to the watersheds, will rarely be used. The overriding principle behind changes to the existing system needs to be protection of the watershed. People will change their behaviors if their pocketbook is impacted.	Website
544	4/18/2019	Stewart	David	I would support alternatives that result in fewer private vehicles going up the canyons. I'd suggest (1) more public buses going up the canyons -- more frequency so that people have seats and don't have to wait a long time, and on more dates (don't end them before the season ends), (2) make the buses free, (3) create much more parking at base of canyons -- perhaps a multilevel parking structure; and (4) charge a variable toll to private vehicles, with the toll rate going up to whatever price is needed to keep the traffic clear (this could be a lot). The tolls would likely more than pay for the parking structure and free buses. But please DON'T add more traffic lanes, or parking up in the Valley -- we need to find environmentally friendlier solutions.	Website
545	4/18/2019	Schmidt	Joseph	The resort multi-pass is killing us here. I don't understand how tripling the number of skiers with no increase in revenue is good for the resorts, but that is likely just the cause of our new congestion issues that will continue. I ski Alta/Bird and gave up on weekend skiing, plus most of the first POW days after the storm. Luckily, slow clearing of terrain made day two or three also wonderful. I usually drive up solo in a 4x4 truck with snow tires. I've also driven up for an afternoon and parked right up front as many have departed the "skied out" resorts. The bus is worthless as it exists today. Park/ride lots fill very early, and you could easily get stuck on them for 90 minutes or more since they have to sit in traffic like every other vehicle. It's not reasonable to attempt a ride from downtown SLC on Trax, as that would take 2-3 hours either way. I did it. Once. Had to pee in a Gatorade bottle. Recommend a dedicated reversible bus lane and a limited express route straight from a Trax stop to the park/ride stops and then to resorts to keep cars out of the canyon mouth and benches. Maybe HOV to be included in the reversible lane but on a monitored trial basis. Recommend enforcing 4x4 and tire requirements all season to avoid issues with days where roads are good for half a day and horrible for the other half. My tow strap saw a couple dozen uses this season. I used to keep it wrapped under my seat, but it has spent this season in the truck bed as I have pulled numerous vehicles, most that shouldn't have been on the canyon road in the first place. I've read numerous opinions on avalanche control work and barriers to keep roads clear. I believe the avalanche and road clearing were excellent this season, but if barriers might reduce the risk to avalanche mitigation teams, then those should definitely be investigated. Those avalanche teams have a lot of responsibility. Thank you for your work on these issues.	Website
546	4/18/2019	Gerli	Jack	Charge parking at resorts form non-carpool. Hold downhill traffic 8-9am during winter weekend. Hold uphill traffic 4-5pm. Two lane, one direction travel	Website
547	4/18/2019	Tobari	Roger	I strongly support two of the suggestions outlined in the "LCC Traffic Solutions: Adding a third "flex" lane in the Canyon; Installation of avalanche sheds. Snowbird and Alta are world-class resorts with visitors that come from all parts of the planet to ski and spend lots of money here. Highway 210 should meet that status with a world-class road that utilizes state-of-the-art engineering techniques. Improving traffic flow is the key to resolving car congestion in and below the canyon that results from: 1) two lanes merging into one at the mouth, 2) vehicles that get stuck and clog up the one usable lane of road, 3) avalanche control or slides that occur that cross the road and require clearing. I commend UDOT for the great job they've done in improving the condition of highway 210 to accommodate uphill bikers and the overall quality of the road surface and shoulders. But what we have now in a general sense is a primitive and outdated design that no longer supports the demands of the recreation-minded who spend lots of money to enjoy Snowbird and Alta throughout the year. It is time we make a large investment in infrastructure to get 210 up to speed.	Website
548	4/19/2019	Capdevielle	Eugenia	I want more information to be in alert about the canyon	Website
549	4/19/2019	Bockelie	Mike	I attended the EIS Open House event. I am an avid skier. I have been skiing Alta & Snowbird since 1974. I have experienced many traffic issues in Little Cottonwood Canyon over the years. If good driving conditions I can be to Alta in 20 min. from my house. If Bad driving conditions, it can require 2-3 hrs to drive up/down canyon.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>Mu comments:</p> <ol style="list-style-type: none"> <li>1. The Hi-T intersections implemented at Snowbird &amp; Alta have greatly improved traffic flow &amp; safety. Good job. Lengthening the Hi-T sections would be beneficial.</li> <li>2. The proposed parking lot at Lisa Falls is a bad idea. Not much space there at present. Expect it to add to congestion. Would ruin the "ambiance" of Lisa Falls.</li> <li>3. Unclear to me that "metered" traffic control lights will improve traffic flow &amp; safety down the canyon – especially for bad driving conditions.</li> <li>4. Intersection of Old Wasatch Drive &amp; 9400 South currently allows Right-on-Red for vehicles traveling North. This leads to severe congestion early morning after a big snowfall in the Canyon.</li> </ol> <p>Recommend eliminate Right-on-Red for vehicles traveling North, Recommendations for Future Focus:</p> <ol style="list-style-type: none"> <li>1. Focus on optimized bus service. Will require more parking at canyon mouth areas, Alta &amp; Snowbird dedicated Buses running every ~15 min. Could reduce/re-purpose parking lots at ski areas. Possibly reduces run-off &amp; improves environmental impact.</li> <li>2. I believe the proposed Cog Railway and Tram to access Ski resorts will be too expensive to be practical. Utah tax payers will not pay for it.</li> <li>3. Encourage Ski resorts to contribute to cost of implementing improvements (better road, optimized bus system, etc.) – they will benefit from the improved access.</li> </ol>	
550	4/19/2019	Anderson	Ashley	Hi- I think the scoping needs to include 9400 south from highland drive to little cottonwood road. Thanks!	Website
551	4/19/2019	Ford	William	Increased bus service with dedicated bus lanes should be the primary path forward.	Website
552	4/19/2019	Runyon	Paul	<p>April 19, 2019, Hello; I attended the meeting at Cottonwood City Hall and spoke with people there who are stakeholders. I believe the plans for Cottonwood Canyons need to delete the additional lane of traffic which would only invite more vehicular use. I believe there should be a large effort made to support mass transit, create a mass transit hub in Sandy (maybe the vacant Shopko and its parking lot would be a great place to build a multilevel parking structure), and use more buses for the canyons. Building snow diversion sheds for avalanche pathways would make the road safer for non-stop bus use. Purchase more economical buses and run them from a transit hub to the resorts more frequently. Charge a toll for use of the roads, and provide people with the transportation that would be environmentally friendly and dependable. More traffic lanes does not sufficiently solve any long term need. As we have seen with UTA's Trax and Frontrunner rail lines, they will be utilized if constructed. Bus use will be a good start but ultimately if funding were not the issue an electric train up the canyons would be the best solution. The resorts, the hotels and lodges, and the residents who frequent the canyons need to support and assist in funding such a project, including local, county and state government as well as the Church of Jesus Christ of Latter Day Saints. Follow the lead that some European ski resort towns (like Zermatt and Interlaken in Switzerland) have demonstrated by eliminating vehicular traffic altogether in their resort communities. These resorts have improved their resort experiences by having no autos or trucks.</p> <p>I look forward to learning and communicating more with your planning group. Paul Runyon, Millcreek, UT.</p>	Website
554	4/20/2019	Shah	Jennifer	I appreciate the outreach efforts by UDOT and the Central Wasatch Commission regarding the Little Cottonwood Canyon EIS. I live in the Top of the World Neighborhood. I use Wasatch Blvd on a daily basis. I also am an avid outdoor enthusiast and access both Big and Little Cottonwood Canyons regularly. Thus, I am both familiar with and affected by the periodic traffic congestion in both canyons and along Wasatch Blvd. I understand that more visitors come to the Central Wasatch on an annual basis than the all of the national parks located in Utah. I also know that Wasatch Blvd is a major thoroughfare for commuters traveling between Sandy City and Salt Lake City. We clearly need a safe, efficient transit that can accommodate multiple needs (including bicyclists). However, I am concerned about converting Wasatch Blvd into a 4 (or more) lane highway throughout its extent. I believe that doing so will attract more traffic, decrease safety through increased speeds, and increase nuisance to local residents via elevated noise, air pollution, and difficulty entering or exiting adjacent neighborhoods. In my opinion, the best option for the near future is to leave Wasatch Blvd largely as it is, but add a flex lane for mass transit (i.e., bus). The City of Cottonwood Heights successfully secured \$13 million from the state legislature to develop a mass transit hub within the gravel pit along Wasatch Blvd. I have spoken to many friends, neighbors, and students I teach (through the Environmental & Sustainability Studies program at the U of U) who would use the bus more frequently if busses could access a flex lane, reducing travel time as compared to automobiles. (However, students without seasonal ski passes would appreciate a lower cost of ticket to ride busses to local ski areas in the winter.) Bus travel also would be more appealing if a toll or fee-based pass is instituted for drivers accessing the canyons. If a toll or pass system is put into place, I recommend that occasional (e.g., monthly) 'free' days are established so access to the canyon does not represent a social injustice. Thank you for your efforts and for considering my comments.	Website
555	4/20/2019	Woolley	Kevin	The road should be closed to all vehicles except buses between 7 a.m. and 6 p.m., there should be requirement for 4 wheel drive or snow tires November 1st through end of April. Sheds should be built to protect the road in the most common avalanche paths.	Website
556	4/20/2019	Hively	Kevin	<p>I agree with all of Michael Maughan's comments and wanted to share them with udot. Tips for enjoying Alta's closing day festivities. Thanks for a great season.</p> <p>Dear Alta Skier,</p> <p>This great snow year has brought great skiing, put smiles on many faces and created memories that will last until next winter. The snow has also brought an increase in skiers to Little Cottonwood Canyon which has magnified parking and transportation woes in the canyon. Our employees, like many of you, continue to grow increasingly frustrated with the traffic congestion. From our perspective, we have had more traffic congestion and delays in the canyon this season than in the past 30 years and they have magnified in intensity. Why all this talk about traffic this time of year as the ski season winds down? The Utah Department of Transportation is currently receiving input and comments on proposed transportation solutions. We value your perspective and insight and encourage your comments and input.</p> <p>Please Comment Here</p> <p>Given the expected growth of the population in the Salt Lake Valley, the growing popularity of multi-resort pass products and the continual growth of tourism in Utah, I believe that we are at a tipping point and need to make significant improvements.</p> <p>Other than Mother Nature, here are some of the primary contributors to traffic congestion and delays in Little Cottonwood Canyon:</p> <p>Vehicles in the canyon not properly equipped (i.e. 2 wheel drives and the lack of snowtires), as well as, checking vehicles for the proper tires or 4 wheel drive at the mouth of the canyon.</p> <p>Insufficient parking at the ski areas and trailheads for current demand resulting in roadside parking which creates safety and congestion issues as vehicles U-turn on the highway. More vehicles trying to get up or go down at the same time than the capacity of the road.</p> <p>Road closures for avalanche control work and delays in getting the road open (primarily early mornings with some midday closures).</p> <p>At times, lack of snow removal equipment (plows) in the canyon.</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>A bus system that is inconvenient, near capacity, takes too long and is generally not a pleasant experience.</p> <p>Too many single occupancy vehicles in the canyon.</p> <p>While we can't control Mother Nature, all of the contributors to traffic congestion listed above can be addressed--given time and money. My concern is that we tackle them in the right order.</p> <p>Suggestions for reducing traffic congestion in the canyon in the short term are prioritized as follows:</p> <p>Continue to encourage carpooling. To incentive carpooling, Alta dedicated 25% of the Wildcat parking lot to carpool parking this season.</p> <p>Require all vehicles under a certain weight (passenger cars and pickups) to be 4X4's with snow tires from November 1 to April 30. Increase the fine for violators, including car rental companies. Currently, 4x4 and chains are only required when the road is snow-packed. Too often the road is dry or wet in the morning but snow packed and very slippery later in the day.</p> <p>Use the shoulder or add a third lane at least to gate B to stack vehicles when the road is delayed for avalanche control work. This would allow the traffic lanes to stay open for up and downhill traffic and allows traffic flow in the neighborhoods near the mouth of the canyon. Shoulders on the main arteries coming to canyon could also be used to stack vehicles on mornings when the canyon is delayed to keep traffic flowing in those neighborhoods.</p> <p>Create an additional downhill lane through Snowbird with a barrier that prevents Snowbird roadside parking from U turning into downhill Alta traffic and Snowbird exits from merging with Alta traffic until below Entry 1. On heavy traffic days, the commute from Alta is often one hour longer than from Snowbird and most of Snowbird's lots are empty before Alta's traffic moves.</p> <p>Add another snowplow to the fleet for snow removal in Little Cottonwood Canyon. Particularly on snowy days, another plow would enable the road to stay in better shape and keep the traffic moving. Add a third lane in the canyon for Public transportation and possibly HOV traffic. Use the lane for uphill traffic only from midnight to noon and for downhill traffic only from noon till midnight. A recent reference by UDOT that capacity improvements to the single lane road are in Phase 3 and may not be funded until the 2041-2050 timeframe is alarming. This seems out of touch with the fact the current road does not have the capacity to effectively accommodate current peak demand and that demand is expected to significantly increase before 2041.</p> <p>Improve bus service, which is currently near capacity on busy days, and provide more parking and ride lots near the mouth of the canyon.</p> <p>Install avalanche sheds in slide paths or move the road outside of slide paths. The UDOT avalanche crew has done a great job over the years reducing the avalanche hazard in the canyon through the use of artillery and Remote Avalanche Control (RAC) systems. There have been significant expenditures for RAC systems and remote monitoring that have improved their results and reduced the time to do avalanche mitigation work. If snow sheds will significantly reduce or eliminate the road delay time on mornings avalanche mitigation work is done this solution should be given a higher priority.</p> <p>The Utah Department of Transportation is in the process of preparing an Environmental Impact Statement focusing on immediate needs relating to transportation in Little Cottonwood Canyon. They are currently accepting comments on their proposed solutions. We invite you to review and comment on their proposed solutions and offer solutions you may have as we have done.</p> <p>You may do so at the following link; Click this link for more information on the UDOT EIS project website.</p> <p>We support evaluating and moving forward long term solutions such a train, gondolas, transit centers, and other rapid transit solutions to accommodate projected growth and reduce vehicles in the canyon.</p> <p>Let's fix the transportation issues so we can all spend more time skiing rather than commuting.</p> <p>Thank you for your time and input.</p> <p>Sincerely, Michael Maughan President &amp; General Manager</p>	
557	4/20/2019	Nicolas	Andrew	<p>Please just take a trip to Japan and ride their trains through the mountains all over the country. They have no issues with the snow and they consistently get more than the cottonwoods. It is embarrassing that we don't have trains tunneling through from park city, BCC, and LCC. It's expensive, but people will pay to use and this traffic problem is getting exponentially worse. Figure it out!</p>	Website
558	4/20/2019	Concannon	Jacqueline	<p>put in several snowsheds over LCC road which are the usual avalanche paths so there is less shutting down of the canyon for avalanche control work.</p> <p>winter only: NO private cars allowed in the canyon 2 hours before the ski resorts open up until 1 hour after they close for the day. LCC residents and resort delivery trucks will have special permits to drive LCC canyon during resort operating hours.</p> <p>UTA buses will run every 10 minutes up and down the canyon (these will be canyon only buses). the bus terminal will be the park and ride at 9400 south/2000 east. this parking lot will need to be enlarged or built into a several story parking garage.</p> <p>we can't wait several years for a solution to this problem and need to make changes before next winter. i heard lots of horror stories of it taking 5 hours to drive down canyon due to the traffic.</p> <p>This year, we didn't drive up LCC unless it was to ski tour at 6am. We also ski toured in the uintahs on weekends instead of the cottonwood canyons because of the traffic as well.</p> <p>We only skied at a cottonwood canyon resort once this winter because of the traffic. We will do the same next winter if UDOT doesn't make any changes as far as a solution to the traffic problem in the canyon.</p> <p>hopefully this problem doesn't take years to solve.</p> <p>thank you for your time</p>	Website
559	4/21/2019	Boardman	Kelly	<p>We need to rethink the plan to expand Wasatch Blvd into a five lane death trap for pedestrians, cyclists, and residents attempting to get in and out of the surrounding neighborhoods. Let's redirect the conversation towards implementing sustainable solutions that preserve quality of life in and around our beautiful canyons. Please don't expand Wasatch. It will only create a bottleneck further down the road. It is very difficult to get in and out of our Top of the World neighborhood and expanding the road will only create more problems. Consider improving capacity on a road further west to accommodate those traveling to Sandy and other communities to the south. With respect to canyon access, please consider public transportation options as a priority. We do not need to make it easier for people to drive up the canyons. A parking and public transportation hub for skiers at the retired gravel pit is a great option. Please do not make Wasatch into a five lane highway.</p>	Website
560	4/21/2019	Artman	Beth	<p>Widening the roads - Wasatch and LCC will not relieve congestion. It will result in more car trips on those roads (a lot of latent demand). I think tolls/congestion pricing are a better solution in the short/long term (with some accommodations for low income residents) and long term requires big investment in a good public transit system in the canyons that connects to the airport and Park City.</p> <p>Any solution should heavily promote active transportation.</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>I like the idea of allowing buses to bypass traffic. But you need to drastically improve the buses (more and better) and add express buses to Alta.</p> <p>If you add a lane then it should be a downhill lane allowing traffic from Alta to bypass traffic at Snowbird. Traffic from Alta idles at least AN HOUR longer because of traffic from Snowbird and all of the people parking on the road pulling out into traffic. All of your solutions to date only favor Snowbird traffic and traffic from Alta is delayed longer.</p> <p>The avalanche sheds seem like a decent solution and long overdue.</p> <p>Given the growth in our valley, our air quality problems and the probably endless demand to access the canyons the focus should be on getting people out of cars and reducing car trips.</p>	
561	4/21/2019	Kotok	Michael	<p>We live east of wasatch Blvd on canyon view place. On big traffic days, it takes hours to get home from the valley. No consideration from police for locals. Further, traffic sits in front of our house and routinely we are seeing people pissing in the road as they're waiting for the canyon to open. It's too bad we can't enforce chain restrictions, slide offs were a major problem this year.</p>	Website
562	4/22/2019	Winwood	Richard	<p>I am in favor of improving SR-210 up Little Cottonwood Canyon, including additional lanes, multi-use shoulders, up-hill passing lanes (the first uphill passing lane currently is over 4 miles up the canyon), or some combination of the above ideas.</p> <p>I am in favor of the use of snow sheds. Although, they are not the most attractive, I believe they could significantly reduce the delays and time that the canyon is closed for avalanche mitigation.</p> <p>I am in favor of better trailhead parking, as well as space for public transit to safely stop for passengers. I am also in favor of expanding and improving ski resort parking areas, in both Little Cottonwood and American Fork Canyons.</p> <p>I am opposed to any parking structure to be located at the Quarry Trailhead. This is one of the worst ideas I have seen to date. That would greatly exacerbate the traffic problems at the mouth of the canyon. The mouth of the canyon is already a congested, bottleneck area. By adding a large parking structure there on the south side of the highway, you are only increasing the bottleneck and congestion during peak hours. Terrible idea!</p> <p>Most of the delays and congestion that I have witnessed (first hand) this year in the canyon was due to poor road conditions and from allowing 2-wheel drive vehicles up the canyon on heavy snow days. The county should be doing a much better job of clearing snow and ice off of the roads. Even on heavy snow days I rarely saw plows in the canyon. Downhill road conditions always appeared to be even worse. They were often snow-packed.</p> <p>I like the idea of preserving the old stone bridge at the mouth of the canyon, but adding pedestrian/bike bridges on the north and south sides of the bridge.</p> <p>No train!</p>	Email
563	4/22/2019	Coulthard	Michael	<p>Continue to encourage carpooling. To incentive carpooling, Alta dedicated 25% of the Wildcat parking lot to carpool parking this season.</p> <p>Require all vehicles under a certain weight (passenger cars and pickups) to be 4X4's with snow tires from November 1 to April 30. Increase the fine for violators, including car rental companies. Currently, 4x4 and chains are only required when the road is snow-packed. Too often the road is dry or wet in the morning but snow packed and very slippery later in the day.</p> <p>Use the shoulder or add a third lane at least to gate B to stack vehicles when the road is delayed for avalanche control work. This would allow the traffic lanes to stay open for up and downhill traffic and allows traffic flow in the neighborhoods near the mouth of the canyon. Shoulders on the main arteries coming to canyon could also be used to stack vehicles on mornings when the canyon is delayed to keep traffic flowing in those neighborhoods.</p> <p>Create an additional downhill lane through Snowbird with a barrier that prevents Snowbird roadside parking from U turning into downhill Alta traffic and Snowbird exits from merging with Alta traffic until below Entry 1. On heavy traffic days, the commute from Alta is often one hour longer than from Snowbird and most of Snowbird's lots are empty before Alta's traffic moves.</p> <p>Add another snowplow to the fleet for snow removal in Little Cottonwood Canyon. Particularly on snowy days, another plow would enable the road to stay in better shape and keep the traffic moving.</p> <p>Add a third lane in the canyon for Public transportation and possibly HOV traffic. Use the lane for uphill traffic only from midnight to noon and for downhill traffic only from noon till midnight. A recent reference by UDOT that capacity improvements to the single lane road are in Phase 3 and may not be funded until the 2041-2050 timeframe is alarming. This seems out of touch with the fact the current road does not have the capacity to effectively accommodate current peak demand and that demand is expected to significantly increase before 2041.</p> <p>Improve bus service, which is currently near capacity on busy days, and provide more parking and ride lots near the mouth of the canyon.</p> <p>Install avalanche sheds in slide paths or move the road outside of slide paths. The UDOT avalanche crew has done a great job over the years reducing the avalanche hazard in the canyon through the use of artillery and Remote Avalanche Control (RAC) systems. There have been significant expenditures for RAC systems and remote monitoring that have improved their results and reduced the time to do avalanche mitigation work. If snow sheds will significantly reduce or eliminate the road delay time on mornings avalanche mitigation work is done this solution should be given a higher priority.</p>	Website
564	4/22/2019	Coulthard	Michael	<p>Suggestions for reducing traffic congestion in the canyon in the short term are prioritized as follows:</p> <ul style="list-style-type: none"> <li>•Continue to encourage carpooling. To incentive carpooling, Alta dedicated 25% of the Wildcat parking lot to carpool parking this season.</li> <li>•Require all vehicles under a certain weight (passenger cars and pickups) to be 4X4's with snow tires from November 1 to April 30. Increase the fine for violators, including car rental companies. Currently, 4x4 and chains are only required when the road is snow-packed. Too often the road is dry or wet in the morning but snow packed and very slippery later in the day.</li> <li>•Use the shoulder or add a third lane at least to gate B to stack vehicles when the road is delayed for avalanche control work. This would allow the traffic lanes to stay open for up and downhill traffic and allows traffic flow in the neighborhoods near the mouth of the canyon. Shoulders on the main arteries coming to canyon could also be used to stack vehicles on mornings when the canyon is delayed to keep traffic flowing in those neighborhoods.</li> <li>•Create an additional downhill lane through Snowbird with a barrier that prevents Snowbird roadside parking from U turning into downhill Alta traffic and Snowbird exits from merging with Alta traffic until below Entry 1. On heavy traffic days, the commute from Alta is often one hour longer than from Snowbird and most of Snowbird's lots are empty before Alta's traffic moves.</li> <li>•Add another snowplow to the fleet for snow removal in Little Cottonwood Canyon. Particularly on snowy days, another plow would enable the road to stay in better shape and keep the traffic moving.</li> <li>•Add a third lane in the canyon for Public transportation and possibly HOV traffic. Use the lane for uphill traffic only from midnight to noon and for downhill traffic only from noon till midnight. A recent reference by UDOT that capacity improvements to the single lane road are in Phase 3 and may not be funded until the 2041-2050 timeframe is alarming. This seems out of touch with the fact the current road does not have the capacity to effectively accommodate current peak demand and that demand is expected to significantly increase</li> </ul>	Website



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				<p>before 2041.</p> <ul style="list-style-type: none"> <li>•Improve bus service, which is currently near capacity on busy days, and provide more parking and ride lots near the mouth of the canyon.</li> <li>•Install avalanche sheds in slide paths or move the road outside of slide paths. The UDOT avalanche crew has done a great job over the years reducing the avalanche hazard in the canyon through the use of artillery and Remote Avalanche Control (RAC) systems. There have been significant expenditures for RAC systems and remote monitoring that have improved their results and reduced the time to do avalanche mitigation work. If snow sheds will significantly reduce or eliminate the road delay time on mornings avalanche mitigation work is done this solution should be given a higher priority.</li> </ul>	
565	4/23/2019	Glaser	Steve	<p>These comments are in reference to the Draft Purpose and Need chapter of the LCC EIS. Section 1.2.2, regarding the Need for the Project. Some of the elements in this section are too general. It is stated that "there are roadway elements that do not meet current design standards; for example, shoulders that are too narrow, and horizontal and vertical curves that are too steep and/or sharp." What impacts of failing to meet the design standards have been documented, and what is the significance of these impacts?</p> <p>These design standards have been developed for a wide range of conditions; significant adverse impacts may or may not actually occur given the character of the road. For example, a site-specific traffic model has been developed for the rural portion of Little Cottonwood Road, as the assumptions embedded in off-the-shelf models are not applicable to this road. Similarly, shoulder widths and curve standards that may be necessary for Wasatch Boulevard may or may not be appropriate for Little Cottonwood Canyon. The road has existed for decades, and if falling short of design standards has created actual problems, this should be documented. Compare the level of specificity of this element to that regarding avalanches (the preceding bullet), where 2-4 hour traffic delays have been documented.</p> <p>The same comment applies to the next bullet: "Vehicles parked on the shoulder force cyclists and pedestrians into the roadway travel lane, which is a safety concern. The on-road parking also damages the pavement edge, thereby increasing soil erosion into nearby streams." What accidents have been documented as a result of cyclists and pedestrians going into the travel lane? For example, the street I live on has no sidewalks. I am not aware of accidents even though the travel lane is shared by cars, bicycles, and pedestrians, and even though cars are sometimes parked along the side of the road forcing bicycles and pedestrians into the middle of the lane.</p> <p>Similarly, what are the impacts of the increased soil erosion (as well as, presumably, asphalt) on Little Cottonwood Creek? The quantity of the erosion determines whether significant impacts occur. If impacts have not been documented and/or can be inferred from the quantity of erosion, whether this is part of the need for the project is speculative.</p> <p>1.4.3.2. Little Cottonwood Canyon Road – North Little Cottonwood Road to Alta. Page 1-32, Roadway Safety. Subsection Roadway Design. This section describes how the rural section of the Little Cottonwood Road fails to meet current design practices in many places. It does not describe the actual impact of failing to meet these practices. Some of this is addressed in the following subsections, so perhaps I am asking this section to do more than is intended. The thrust of this comment is that a road serving recreational purposes in a narrow steep canyon should not necessarily have the same standards as a residential road; however, this section implicitly seems to assume otherwise.</p> <p>Page 1-36, Summer Parking. This section documents how parking on the shoulder/road forces cyclists and pedestrians to move into the roadway. It is then stated that this creates safety issues for these groups. The section should document the actual level of hazard that is present. For example, have accidents happened? Have there been letters written by people who have had close calls and/or been frightened as a result of having to walk/cycle in these areas? How many instances of each? Again, compare this discussion to the greater level of specificity provided when discussing avalanche hazards.</p> <p>The reason for these comments is to provide a basis for the trade-offs that will inevitably have to be made when making decisions about which alternatives are most appropriate. If an average of three people are killed in accidents every year as a result of having to maneuver around cars parked on the shoulder of the road, that is a strong basis for finding solutions that will avoid this situation, even if there is some environmental degradation. If there are no accidents but just three complaints a year, that is a much weaker basis. Simply stating that there is a safety hazard is not sufficient.</p>	Email
566	4/23/2019	King	Ryan	<p>In my eyes, something needs to change regarding traffic in the Cottonwoods, because with the way it currently is, I avoid the canyons and ski elsewhere on busy days. Right now those "busy" days are weekends, holidays and any time it snows. So quite frequently.</p> <p>I think that incentives need to change. For one, I think the ski resorts need to get on board with drastically limiting parking for single-occupancy vehicles. They should expand carpool parking (3+ in my eyes) and limit single occupancy.</p> <p>I also really like the idea of putting in a 3rd lane that is dedicated to HOV. Imagine if there was a lane going up that in the mornings that was for (3+) and in the afternoon it switched to downhill traffic for (3+).</p> <p>There also needs to be fines for people who go up the canyon without 4-wheel or all wheel with proper tires from Nov. 1- May. The money from these fines could go to improving the canyon.</p> <p>I would also looking for tolling the canyon. (3+ in your car is free) and single occupancy is like \$10.</p>	Website
567	4/23/2019	Hirst	Nicholas	Easy fixes: add a snow plow, snow sheds, more, more comfortable buses and more parking at entrance to canyon.	Website
568	4/23/2019	Albertson	Robert	Yes, snow was epic, but I assume it can generally be epic in the canyon. And so on March 13th, when it had snowed a lot, I couldn't get up to the Canyon because of traffic, and sat with 40 other people waiting for a bus for 2 hours that never arrived. If you all NEVER dealt with snow, I'd forgive it. But your problems are clearly with bus drivers, lack of added routes, lack of ability to reroute buses on the fly based on traffic or backlog, lack of GPS on busses to accurately track progress (yes, I actually called UDOT while waiting for over 2 hours, and they said they couldn't do much and would I just like the complaint line...) And then you tow people out of the lots, even if they shut down the mountain transport and can't get back?! Seriously? The answers are pretty obvious - but the solutions in terms of getting rid of people who can't run transport systems in snow must be difficult.	Website
569	4/23/2019	Sperber	Leonard	Install a gondola or chairlift from the Park City Canyon.	Website
570	4/23/2019	Dedina	Serge	During peak times of winter ski season, all private traffic should be banned. The air quality impacts from peak traffic volumes have a significant impact on air quality. The canyon cannot handle current peak traffic volumes. An alternative would be an expansion of the current transit system/ski bus, but either reduce the price or make it free. These buses in the future should be electric. My sons and I used the ski bus exclusively during our visit to the canyon resorts in January 2019 and they were great. Since climate change is the biggest threat to the Utah ski industry, the ski industry and the state of Utah should do everything to reduce resort related air quality impacts.	Website
571	4/23/2019	Dance	Heather	I live east of Wasatch and have STRONG feelings about increasing the lanes on Wasatch between big and little cottonwood canyons. I do NOT think more lanes should be added. People living in this area know it will turn into high speed traffic and a "freeway" type road through our community. Wasatch south of 9400 S is 35 MPH and people drive it. There are just as many commuters driving though that part of the valley. I feel like we will suffer tremendously with the increased lanes and 50MPH speed limits. There is a very different feel driving from I-215 to 9400 S and there is driving further south once you get to 9400 S on Wasatch. Why does it have to become a freeway? Buses and more parking for the winter traffic will help solve the problem. Making the mouth of these canyons large roads (many lanes) is just turning these beautiful areas of our community into traffic commuters area. I'm against 5-7 lanes ALL the way.	Website
572	4/23/2019	Maerzke	John	I came to ski the week of April 7, found the buses had stopped and resort were closing in spite of great snow on the slopes. So much for Utah!	Website

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573	4/23/2019	McGuire	Brendan	I think the ideal solution includes increasing road capacity to handle all traffic as well making the road avalanche safe (e.g. sheds/tunnels). Since that is unlikely. I think the best solution is to close all traffic on peak hours down to only buses both up and down the canyon (other than canyon residents) along with the necessary increase in capacity.	Website
574	4/23/2019	Gibson	Bryan	I believe the best short term solution to the traffic problem in little cottonwood canyon is to add a \$1-2 tax to every ski ticket and use that to subsidize and increase bus service ( which would now be low cost or free). in addition on weekends private cars should only be allowed when they are HOV. once the parking lots are full ( not the roadsides) the canyon should be closed to private vehicles ( or if you want to make things more complex you could have a traffic control officer enforcing a one in one out policy). i believe these policies would improve the ski experience for locals and tourists and improve the air quality in our valley. the traffic this last year has made me reconsider whether skiing in LCC is worth the hassle anymore. i really think we need strong measures such as the above to fix this problem or risk ruining the quality of life ( and related tourism) in the area.	Website
575	4/23/2019	Filippo	Cristina	if the bus was not that expensive and so seldom schedule people will use it more .Lower the price of the bus and increase frequency and less people will drive up the canyons	Website
576	4/23/2019	Yost	Erik	Have you considered having a carpool requirement on heavy traffic days. For example: only cars with 3 or more people will be allowed up canyon on weekend mornings. This would encourage ride sharing from various parking lots in the valley. Could even develop an app to find ride shares (if it doesn't already exist).	Website
577	4/23/2019	Wullner	Carri	As much as I love having the freedom of driving my own car I would love to see more park-and-ride be mandatory . on days that four-wheel-drive is only allowed I would rather see no one else allowed except buses or employees to drive the canyons . I understand this may be way too much to enforce...therefore charging a fee at a midpoint-for all vehicles with less than three persons in their car to park. I would love to see a large parking garage built at the base of the canyons to accommodate all of the SOV vehicles and again having only a bus lane or allowing employees with passes to drive the canyons...we have too many drivers ill-equipped cars or not experienced enough tourists to be driving those roads in bad weather .. I believe that those wanting to drive bad enough to base areas will find three people to shuttle up the canyon...I have seen this would work well in other ski towns for example Jackson hole charges \$10 per vehicle that does not have a put three passengers. I am all for this and I am a user of the resorts and local. Thank you so much for taking comments. Carri Wullner	Website
578	4/23/2019	Plantenga	Richard	First time at Alta more bus transportation or gondola or tram	Website
579	4/23/2019	Kalandiak	Alexa	Don't shut down the buses before the resorts shut down (going to a reduced fleet would be better than none) if feasible.	Website
580	4/23/2019	Johnson	Christopher	Institute a \$10000 fine if stuck in canyon with ill-equipped vehicle and loose lift access at All Utah ski resorts.	Website
581	4/23/2019	Sieverts	Lisa	I visited SLC for a week this winter. We were a family of 8, all skiers, many ages. We tried to take the bus but it was so crowded that it didn't feel appropriate for us with small kids. We gave up and drove up all the rest of the days. With more buses and less crowding, we would have kept using the buses.	Website
582	4/23/2019	Olsen	Stephanie	I'm sure you've looked at other resorts and already know. But I loved how Jackson Hole handles parking. Jackson Hole charges for parking for those 2 or less people in a car. 3 or more is free. They have shuttles to commute the skiers from the parking lots to the resorts. It worked out well. The city busses to the ski resort was free. People get motivated to change when money is involved. And a city bus is free to the resort.	Website
583	4/23/2019	Whiteley	Herb	1. Have a web site for real time traffic info in the canyon and approach roads. Where traffic is backed up. 2. On days when canyon is closed in the early morning, Add more buses to the routes. Having a police escort to mouth of canyon was great! If people see this they might take the bus. 3. Real time info on traffic at the end of the day would be helpful in determining when to leave. 4. Keeping the downhill traffic at the end of the day to one lane seemed to cut down on merging issues when going from 2 to 1 lane.	Website
584	4/23/2019	Kane	Natalie	Too many people driving their individual cars up the canyon. Is there a chance for more carpool incentives, or maybe restrictions on single car drivers during certain times of the day or ski season?	Website
585	4/23/2019	Olson	Matthew	To be brief...The back ups up Little Cottonwood Canyon, began being and causing massive commute issues several years ago when we began planned closures from 6-8 AM. This simply causes at least half of the problem. It causes all of the people that would normally head up around 7, to avoid congestion, lines and parking issues, to have to wait until 8, 8:15,8:30, then they are then added to the normal flow of people that would go up at those hours...causing a back up that never ends, referred to as the red snake. One simple solution would be to make those closures from 5-7 instead of 6-8. I'm sure technology exists to allow work in the dark. When you announce that you are going to destroy the ability to get to the mountain at a reasonable time (many of us moved to and stay in Utah to be able to run up for a few runs in the morning) you then send a great majority of those people to Big CC or Park City. Creating log jams all over the place. So first precedent should be to fix the prime time planned closures. The current shelter plans would be helpful as well. The next issue would be to add 10 buses (estimate of course) for each of the two canyons that are strictly for canyon transport. You could use parking at say the Real Salt Lake Stadium and Rice Eccles. No stops other than the resorts. Combine that with a no up hill traffic law(except for buses and emergency personnel) that goes in to affect at 830 or 9 am and runs until noon. You could sell a restricted amount of passes, pricey passes, that allow you to go up during those times (like a commuter pass) that could help to offset some costs...or not. These two things would help to solve some of the crazy parking issues, the prime time commute back ups at a minimal cost and minimal disruption (much less environmental impact studies, construction costs...To me, this is a crisis, one that will/is hurting the state and the resorts, even if they don't know it yet. I moved to Utah 15 years ago. I had the Alta/Bird pass the first 13 years. I couldn't bear trying to get up LCC on powder days anymore, after several hour waits and having to turn around. I opted for a Solitude pass last year. That worked in a off snow year. I had debated getting my pass at Snow Basin or Powder Mtn. This year I opted for the IKON pass. I now drive up to Big Sky more, Jackson more....eventually people will vote with their feet. Pick the easiest solutions first, plan your closures from 5-7 AM, add dedicated buses and use already existing parking infrastructure with uphill canyon closures. These two things could be in place for next ski season at minimal cost, minimal disruption. You could still be planning on widening roads, building avalanche shelters for the road, parking lot expansion...	Website
586	4/23/2019	Bogin	Eric	Widening the road will only induce more traffic. We have seen these problems before, everywhere a road is widened, more traffic moves to the widened road and it reaches capacity again very quickly. Only alternatives will work. Build a gondola system from Wasatch Blvd to the ski resorts, or connect Little Cottonwood resorts to Big Cottonwood resorts. Also, I am very in favor of building avalanche sheds, like you see in Switzerland.	Website
588	4/23/2019	Carrillo	Adan	Please think this through carefully. Building parking lots at the mouth of our canyons is not the solution. Improve transit services and make it easier to use them. Driving to and up the canyons is not responsible or a sustainable approach into the future.	Website
589	4/23/2019	McAlister	Josh	While I am happy that more funding has been secured for a transit hub, I DO NOT agree that more roads are needed in LCC. Please prioritize disincentivizing single car traffic through the use of a toll system or increasing bus routes in both summer and winter. We will not solve this problem by continuing to enable car culture.	Website

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590	4/23/2019	Sunderman	Frederick	Snow sheds and improved public transportation need implementation in LCC. Whatever happened to the idea of a cable car providing access between ski areas of Park City and the Cottonwoods?	Website
591	4/23/2019	Hammond	Steve	I SEE A SIGNIFICANT issue is the availability of a sufficient number of rental vehicles at the SLC airport with four wheel drive. Additionally, the rental companies do not use a sufficient number of people at registration that understand winter/snow driving conditions. This scenario is a key element in causing quite a number of issues for traffic going up the canyon roads.	Website
593	4/23/2019	Seufert	Tim	Many issues related to traffic going up the canyon: Bus service needs to be improved, and incentive to take bus must be in place. Carpool incentives (and not allow single occupancy drivers during 8 to 10am???) Rental car companies (most recent experience with Budget) do NOT allow chains to be put on their vehicles. Large groups are typically forced to use Minivans which are not 4WD.	Website
594	4/23/2019	Read	Deborah	Buses, carpooling, high-rise parking structures may work for awhile but we need to see what Europe has done. Trains, cog rail, canyon base lifts, open the guard road, and build a new resort on the west side in the Oquirrh mountains. Rail up Parleys. Build more trails: Open Tanners Maybird area for skiing and hiking. Establish the climbing area once in for all. Good parking there. Good access for biking up canyon. So the rail system could be used all year round. Little Cottonwood has seen a train before and it could handle one again. It is time to think beyond tomorrow but to 10-20years. Also stop putting picnic tables at the trail heads. There is no trash can so the not to bright people leave their garbage and dirty diapers at the tables. As far as airport rental cars during the winter, get with the rental agencies that 4x4 is only rented for visitors visiting the canyons. No others will be rented out.	Website
595	4/23/2019	Sorweid	Stephen	Gondola or train is really the only long term solution for this growing valley. The buses just won't work and will never be safe in the biggest storms which is the time they're needed most. Think big and stop the talking. Now is the time to act when the economy is booming and economics are in Utah's favor	Website
596	4/23/2019	Ehninger	Shauna	Please do not make LCC a toll road! Doing so limits access to our beautiful canyons to those that can afford access leaving everyone else behind. I would suggest more viable public transportation options, mandatory carpool days, and even limiting the number of vehicles allowed up the canyons during peak season as alternative solutions. Another big part of the problem is that people line up knowing the canyon is closed to be first up the mountain -- perhaps making that illegal would help with the Wasatch Blvd issue? The canyon roads feel a bit too narrow to be adding extra lanes plus sharing with bikes. Would a separate paved road bike path create a safer and more scenic scenario for bikers?	Website
597	4/23/2019	Briercheck	Ken	I support the idea of closing the canyon to automotive traffic. It seems as though demand has outstripped the capacity of both SR210 and the resort parking. Combine traffic pressure with the need for avalanche control and it has become untenable. In a perfect world, a light rail systems seems ideal. A toll may help to limit traffic and raise money for improvements. However, if the implementation serves to slow traffic further, it may only exacerbate the issue. A more realistic, and scale-able option might be to build parking structures at the existing park and ride lots and use buses to shuttle customers to, and from the resorts.	Website
598	4/23/2019	Stratton	James	My out-of-state ski club visits Cottonwood Heights for a week every year in February to ski Alta/Snowbird. We bring about 40 people, stay in hotels, dine in restaurants, and buy lift tickets. Our least favorite part of our visit is dealing with traffic delays in Little Cottonwood Canyon. Whatever solutions you come up with, please to not make them so complicated and onerous that occasional visitors to your area have trouble accessing the ski resorts. We are seniors (median age about 70) and we can't stand for two hours each way on a bus and still ski. If that is your solution, we will go to Colorado instead. Good luck!	Website
599	4/23/2019	Golic	Mary	Since early morning, esp on powder days are the most popular times, I suggest buses only up the canyon between 7 and 10 or 11 a.m. and then cars after that.	Website
600	4/23/2019	Weiner	Josh	I am a newer Utah resident who moved here in large part because of my passion for wilderness and outdoor recreation. To be sure, my family and I are a great example of what is driving the region's growth (and traffic!). Ever since moving to Salt Lake City, we have been season passholders at Alta. We love recreating in Little Cottonwood Canyon, which is truly one of the world's treasures. It is because LCC is so special that I am so appreciative that aggressive action is being explored to manage the growth we are seeing. Non-action and "half-measures" will not be accepted by the public. Now is the perfect time to invest in future sustainability. I have a six-month old daughter. My dream is that in 15 years, she will cruise up to Alta with her friends on a powder day safely and without experiencing massive, demoralizing congestion. While my ideas are not earth-shattering, it is important that you gather public comments that will allow you to understand what issues matter most to the thoughtful visitors to LCC. Here are my "Big 3" for improving LCC: 1) Tolls for Passenger vehicles. It needs to be a meaningful amount that will help pay for infrastructure and transit and incentivize carpooling. Make it meaningful enough to change behavior. Perhaps \$20-\$30 per car. 2) Tire and All-Wheel-Drive enforcement. I have been appalled by the lack of enforcement. We need stiff penalties for lack of compliance for AWD and Snow Tires. I see countless vehicles in LCC that are ill equipped to handle the road in inclement weather. This is unsafe and embarrassingly avoidable. I would recommend a sticker system so as not to slow the flow of traffic, much like an Emissions Test where certified inspectors check your car at the beginning of each winter. Cars get a sticker that certifies them for LCC winter access. We must also enforce stiff penalties for violators, perhaps \$500. One bad actor can risk lives and clog the canyon, at the expense of many thousands of well-prepared visitors. 3) Comfortable and Convenient bus system. More buses! Better buses! These ideas, particularly (1) Tolls and (2) Car Inspections with stiff penalties, might seem draconian, inserting expense and bureaucracy where it does not exist today. I would argue that LCC is sufficiently special, it should be treated as such. We should be willing to pay to keep it special. If we don't, the costs are much higher. As a community, we must be willing to take serious steps if we want to see canyon access preserved for future generations. Thank you for your consideration, Josh Weiner Salt Lake City	Website
601	4/23/2019	Budreau	Tyler	A train/tram/gondola would be a great solution and really set the Alta / Snowbird region apart by having a rapid and energy efficient method for the masses to get to the slopes.	Website
602	4/23/2019	Walczak	Cheryl	I would suggest that you DO NOT dinner with piecemeal "fixes" at various locations up Little Cottonwood Canyon. Keep the canyon as free of exploding human influence as possible, starting NOW. Do not waste money where it will only make the canyon, ski resorts and areas more crowded, more polluted, more killing to the wildlife that remains, and increases individuals frustrations and puts unprepared/inexperienced mountain people on roads they cannot safely drive. BUILD A FACILITY AT THE PARKING BASE NEAR THE CANYON MOUTH; RESORTS CONTRIBUTE. INCLUDE NOT ONLY A 500 - 700 VEHICLE PARKING GARAGE, BURROWED INTO THE MOUNTAIN, AS WELL AS A "PRE-RESORT" PLACE THERE, FOR THOSE AMENITIES THAT CURRENT USERS SEEM TO ABSOLUTELY NEED (eg., coffee, toilets, storage lockers, etc.) and HAVE DEDICATED BUSES GOING UP/DOWN THE CANYON. Not the usual city buses continuing up the canyon, but CANYON BUSES, WELL EQUIPPED FOR DISASTERS AND SKIER STUFF. IT WILL SAVE YOU MONEY IN THE LONGRUN AND KEEP THE ACTUAL CANYON AND THE CITY'S WATER SOURCE FROM OVERWHELMING DETERIORATION FROM CROWDS.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
603	4/23/2019	Chatelain	Jeff	It would be nice if you listed the project website on your recent email... Could you please indicate where the property is that they just recently purchased at the mouth of big Cottonwood Canyon? It's nice to get emails but there's very it is very vague on some of the exact locations and questions and there is no website information on your email thank you	Website
604	4/23/2019	Lamb	Dirk	I want to through my strong support for fleshing out the bus transit, and especially the accessibility of the park and ride lot. Ideally, I would be able to take a bus to the park and ride, then bus up the canyon, but currently the transit options to get to the park and ride are minimal, frustrating, and slow.	Website
605	4/23/2019	Norkus	Conan	Leave things as they are, for the most part. The traffic situation could largely be relieved by enforcing laws already on the books. Enforce the tire restrictions vigorously, keep unfit automobiles out of the canyon. Make sure everyone has 4wd and snow tires.	Website
606	4/23/2019	Marx	Leopold	I think a relatively good solution to the traffic would be to implement more buses for both canyons and only allow buses to go up the canyon from 7a-10a unless people have special passes. These special passes would be granted to those who either paid for them for recreation, are residents in either of the canyons, or the employees of all the businesses up the canyons. Although this will limit access for ice climbing, snow shoeing and not to mention back country skiing, buses should be able to stop anywhere along the way up the canyon, that is safe enough, to give these alternative sports a fair chance. Buses should also run frequently enough that those who wait anywhere in the canyon should not wait more than 15 minutes.	Website
607	4/23/2019	Stevens	Wendy	I live in California, and I've spent one week each winter since 1981 skiing Alta and Snowbird. Please keep us auto-bound out-of-staters in mind in your plans so we can continue to enjoy the fabulous Wasatch mountains. Yes, we have wonderful skiing here, too, but Utah is special to us. Thank you.	Website
608	4/24/2019	Benner	Joshua	We need a train! Take a look at Switzerland, where dozens of ski resorts are comfortably connected by trains, eliminating entirely the need for a car and keeping the air clean (and chances of snow for future generations high) Attract drivers to use the train by charging a toll for driving in a car, giving discounted train tickets to season pass holders, and even adding an apres-ski wagon to the train ( <a href="https://www.tetongravity.com/video/ski/der-apres-ski-zug">https://www.tetongravity.com/video/ski/der-apres-ski-zug</a> )	Website
609	4/24/2019	Ozkan	Dogan	* The Wasatch Front Regional Council develops the RTP every four years for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. The RTP includes roadway, transit, and other transportation facility improvements over the next 20-30 years in the urbanized area and is divided into three phases for when a project should be implemented (Phase 1 – 2019-2030, Phase 2 – 2030-2040, and Phase 3 – 2040-2050. Designed to meet the travel demand of a growing population, the RTP is developed in accordance with federal guidelines and includes roadway, transit, and active transportation projects. The RTP is developed in close coordination with region-wide transportation partners; local communities including planners, engineers, and elected officials; stakeholders; and the general public through an extensive planning process.	Website
610	4/24/2019	Adams	Zackary	Widening the road the fight traffic congestion is like loosening your belt to fight obesity. It might allow a couple months of reprieve, but induced-demand will fill the road right back up. Let's look for a more holistic approach. Bus Rapid Transit, light rail, increased pedestrian infrastructure, connect the canyons to the public transit backbone so Utahns don't even have to take their car out of their garages to get to the ski resorts.	Website
611	4/24/2019	Abplanalp	Leslie	Plan for avalanches in the canyon by building covered sections of highway in places where avalanches often happen. Build the covered sections large enough to accommodate two lanes of traffic and one train track. Think into the future when the LCC road is closed to automobile traffic most of the year.	Website
612	4/24/2019	Bonar	Bob	Thanks for all the efforts on this project, it is so badly needed. Please begin with additional capacity at the park and ride lots, additional busses and an HOV/Bus lane and continue to improve intersections, especially at the mouth of LCC. Please charge or toll for single occupant vehicles! Thank you for this opportunity to comment!	Website
613	4/24/2019	Straughn	Carole	I really would like to see s serious feasibility study for a light rail line to go up the canyon. Clean energy, efficient transport.	Website
614	4/24/2019	McTernan	Hugh	Direct Bus Service from downtown SLC	Website
615	4/24/2019	Kemper	Jessica	I feel very strongly that no extra lanes should be added in either of the canyons. Rather, funds should be used to implement a functional year-round public transportation system to reduce wear and pollution in our canyons.	Website
616	4/24/2019	Dow	Doyle	Type of Mass Transit: The only realistic, cost effective, and flexible type is increased use of buses. the tram and rail would require massive upfront cost that would have to be paid for people that don't ski and seldom visit the canyons. A large part of the increased bus service could be paid for by people that actually use the bus and ski resorts. increased bus use would have little environmental impacts compared to other alternatives. Bus service can easily accommodate various stops along the route. In the future bus service will likely be all electric and this will lessen the environmental impact. Most of the canyon traffic problems are during the ski season and a few summer weekends or holidays. Bus service can easily be scaled up or down and the buses and drivers can be used in the city when not used in the canyons. A rail or tram would be in place all year and would not be used to capacity most of the time. Tolls for the Canyons and Trail Heads: I think this is desirable to limit private vehicle traffic. Fees from tolls should be partially used to subsidize bus fares to encourage more bus use. I support trailhead parking fees or a pass if the money is actually used to build parking and restrooms, and for maintenance and snowplowing. White Pine Trail Head Parking: I support the expanded parking lot with a separate entrance and exit points and a lane for a bus stop. The present lot has a bad line of site and is dangerous to exit. The new cell tower had mad this even worse in the winter because the snowplow and not clear a sufficient line of site. Wasatch Boulevard and Parking Alternatives: I support all of the proposed expansion expansion of parking along Wasatch Boulevard but I have doubts that all of this can be paid for. The gravel pit is the last large area that will be available in the future and every effort should be made to secure a large part of this for parking. If it will cost a lot to park people will not use this and will resort to driving their private autos. Most of the major traffic problems in the canyons or during the weekends and some holiday periods which is the time that school parking lots are mostly empty. If parking for the bus could be used at schools this would solve most of the traffic problems and would and economically good solution. An example of this would Skyline High which joins Wasatch Boulevard.	Website
617	4/24/2019	Thomas	Luke	Free shuttles every 15 minutes would make a difference. For teens and 29's like me, I don't want to pay for a bus ride. It a free shuttle would be awesome and I'd a thallus use it. Some people don't have a pass, so a free UTA ride with a pass does not solve the problem. The busses don't come often enough, that is why people don't like to take them. And they decrease the hours before the season us even over. And people need shuttles after hours too. Every 30 minutes until 11 pm would also be helpful.	Website
618	4/24/2019	Young	Mary	While I've historically appreciated all that the WFRC does for transportation needs, I have to question the statement that: "The Wasatch Front Regional Council's 2019-2050 Regional Transportation Plan (RTP)* identified the need for roadway capacity improvements including (1) an additional lane in Little Cottonwood Canyon and (2) a need for transit improvements." I thought that the LCC EIS was supposed to determine what transportation improvements are needed and appropriate for LCC. Instead it seems that WFRC is jumping the gun with their 'decision' to run an additional lane up the canyon. This may be the proper solution to the problem, but it should still go through the EIS process, I think.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
619	4/24/2019	Marsden	Alexis	I ski approximately 35 days a season at Alta. (I live out of state) I ride the bus each of those days unless the bus service has ended and then I carpool with 2 others or hitch a ride. Parking at the mouth takes 40+ minutes to get to the stop at Goldminers at Alta vs. 15-20 when driving. This is due to the 4 stops at Snowbird. The parking lot the bus must travel thru for 3 of the stops at Snowbird is congested, tight fitting, and has pedestrians and drivers who are not paying attention. They step in front of the bus, ask for repeated stops, and get on the bus to move from one place in the parking lot to another. The Snowbird shuttle should be used for this, not the city bus. I have sat on the bus for up to 8 minutes at the tram stop due to the horrific congestion. Many season pass holder/daily skiers at Alta have repeatedly mentioned that they would ride the bus more if it did not stop so many times at Snowbird. Many of these skiers used to ride the bus, but have given up since the travel time is so long. In the past, there were direct buses straight to Alta. No Alta skiers want to ride the bus and spend an extra 20 plus minutes riding around the Snowbird parking lots. The buses are not slow! The drivers are wonderful. The buses are not that congested if you are prepared. It is the time you stand/sit on the bus riding through Snowbird when you are trying to get to Alta. Please consider taking out the drive through the busy Snowbird parking lot. This would get more buses up and down the canyon and more people onto the slopes in a much quicker way.	Website
620	4/25/2019	Miles	Will	Strongly consider 1) making the ski bus ride free (as is done in South Lake Tahoe, Mammoth Mountain, Taos, Vermont, etc.); 2) establish a road toll for non-commercial vehicles (\$9.00 seems fair, replacing the current roundtrip bus fare). 3) create an easy-access, level, and large chain-up area before the Canyon mouth.	Website
621	4/25/2019	Squire	Susan	i agree with all the problems identified. unfortunately as an employee I was forced to commute LCC during worst weather/traffic congestion times. I felt that ski school management should have cancelled programs and lessons earlier on a big storm day. this might have allowed families and employees to be on the road earlier and alleviated some congestion. I also believe the road should have been closed many days, that it was not. I understand that UDOT is under pressure from businesses to be open, but they get the weather forecasts just like I do. some days mother nature wins. there were too many times I was on the road where it was extremely unsafe to drive. the bypass road in particular is a nightmare and not safe. it is too narrow with too many entries/exits to handle the amount of traffic being put on it. .as far as I know there is no emergency locations for employees or marooned families to take shelter in the event of a weather event. I have been trapped on the road with thousands of cars, no access to current road information. it is also unfair to the canyon police to try and deal with these dangerous conditions. once all the cars are backed up on the road, it is TOO LATE.	Website
622	4/25/2019	Despain	Don	Having served on the Mountain Accord transportation committee and looked at all the transportation proposals, the immediate solution seems to favor bus transportation. But some kind of bus priority has to be implemented. I actually favor high speed high capacity gondolas as the best long term solution. Gondolas move people and not cars, towers can be placed in non avalanche zones and are electric less polluting. They can be loaded as demand increases and are available constantly. They mostly move people to the developed ski resorts, which most traffic already does, which leaves open highway for disbursed recreation. Gondolas are scenic, warm, and reasonably priced. Avalanche sheds over the road should have been built years ago and are needed for residents, service vehicles, and visitors.	Website
623	4/25/2019	Kraan	Eric	Wasatch Boulevard: (Screening Criteria) - Reduce delay and improve capacity (improve regional mobility) - Consider Wasatch Boulevard Master Plan Corridor Study - Improve Safety Let's talk about Wasatch Blvd 3 listed goals: Improve Safety: The "Urban Segment" of Wasatch Blvd hosts a large number of residential units, is a popular bike route in the valley, could be a great walking route except that people feel they put their life's at risk walking on or across at the moment. Wasatch Blvd also connects to the adjacent east benches residences, Golden Hills park, popular hiking trails, and possibly future Bonneville Shoreline Trailheads. Such uses, make this this segment unsafe at 50 mph speeds, and the current designs do nothing to reduce it. Actually, by straightening the turn radius at Kings Hill intersection it sends a clear signal that speeds by users will be even higher, and as a result of the 85th percentile rule, the speed limit might have to be increased. A Pro-active Urban Street Design with a target speed of 35mph would require a design that slows cars, not just a sign. For more on this concept I offer: <a href="https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/">https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/</a> Wasatch Boulevard Master Plan Corridor Study: Cottonwood Heights has not adopted (taken or assumed a position) on any plan. There is a draft, and it is being discussed among the council and the city, we feel has still a lot to say on what should or should not be part of our community policy goals. Reduce delay and improve capacity (Improve regional mobility): This is a creative way of describing Urban Sprawl. There is plenty of studies and information regarding the negative impacts of Sprawl. By adopting this policy, UDOT is negating concerted efforts by NGO's, municipalities, state agencies, professional associations, to improve our air quality among a myriad of other negative social impacts urban sprawls inflicts on our society. That said, our city might have in mind to sprawl the southern area of Wasatch Blvd, and UDOT is giving them the accessibility tools to do so. But what really happens when people do not have a big highway to commute with? There is good historical information that tells us that the results could be positive changes. Take a look: <a href="https://youtu.be/O6WtYTThkdU">https://youtu.be/O6WtYTThkdU</a> If you are interested in sustainable growth, and halting Urban Sprawl through the Wasatch Range, please sign this petition: <a href="https://tinyurl.com/y3lu2zzl">https://tinyurl.com/y3lu2zzl</a>	Website
624	4/25/2019	Tyler	Debbie	Please limit auto traffic to carpool cars only. Way too many single driver cars!	Website
625	4/25/2019	King	Carolyn	Please consider a sound barrier wall between the north side of Iron Blossam and SR210 as traffic increase so does sound. Thank you.	Website
626	4/25/2019	Donavin	Kirkwood	Carpool-only parking is a great method, should be expanded. And, more buses, more often on the weekends. What about a street car that quickly runs up and down the canyon?! Probably unrealistic, but that's the future! :)	Website
627	4/25/2019	Earl	Anne	Many of the biggest challenges I see are already being discussed. Being more vigilant regulating the cars that are able to access the canyons. Mandatory snow tires and 4 wheel drive! More snow plows servicing the road would be great. Also could avalanche control work begin earlier in the morning so the road is ready to open? Parking is also such an issue. The lots are crazy crowded but once we're up on the mountain the people all spread out. We all love our canyons and are lucky to live so close.	Website
628	4/26/2019	Norris	Nick	Adding vehicle lanes to Wasatch will not help canyon traffic or weekday commuter traffic. It just moves the congestion somewhere else and promotes more driving. Rather, create a separate, dedicated bus lane to promote transit. Getting more cars up the canyon should not be the goal. The goal should be to minimize the impact to the canyon by reducing cars in the canyon. Making transit quicker, more reliable, accessible, and convenient is the only way to accomplish this long term.	Website
629	4/26/2019	Hoffmann	Rick	We do not want another destructive lane up Little Cottonwood Canyon! This is our watershed! There is already a parking problem we need more transit. Ultimately I would like to see a Cog Railway and totally get rid of cars with snow sheds so avalanche paths are no longer an issue. We also need a light rail line along the east bench to serve both canyons and with the traffic congestion already during the week it should have happened a long time ago!	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
630	4/26/2019	Santala	Phil	We need more parking at the park-n-rides. We need more buses on the roads. We need less single occupancy vehicles. Impose a toll on cars with 1 person in them. Rather than simply turn around vehicles with improper tires/AWD why not start issuing citations? Maybe then people wouldn't keep repeating offending. Our traffic is slowed down to check cars. Our traffic is stopped when they slide off. Why is UPD just turning them around. Start enforcing laws that are there for a reason!!!!	Website
631	4/27/2019	Griffiths	Arnold	I like to take the bus from 20th East to Alta. The problem is the bus makes too many stops so the trip is too slow.	Website
632	4/27/2019	Cummings	Guin	<p>Dear UDOT Little Cottonwood Canyon Representative,</p> <p>I have been unable to attend your planning meetings, but have long been a user of the local canyons, especially Little Cottonwood. This is such a valuable asset for the local community and all the downhill skiers that visit Utah. I think we need to protect it but also allow the masses to utilize this special place. So I think limitations and regulations that will force individuals to change their routines, need to be made to preserve it.</p> <p>I have a few comments/suggestions on each document, provided below. I can be reached if you have any questions.</p> <p>Thank you in advance for your time, Guin Cummings</p> <p><b>Current Draft Purpose and Needs Chapter Comments</b></p> <p>I didn't see anything about the canyon residential community in this report, I'm not sure if the population is significant, but I suggest adding them as a group to be considered since they do have a stake in and are impacted in whatever direction is taken.</p> <p>I also don't see the rationale for expansion of the 4500 south to 6200 south portion of Wasatch Blvd., identified in Phase 3 (S-192). I-215 runs parallel and traffic should be directed there, and it is rare to see this section of Wasatch Blvd. congested. On the other hand, the route from Sandy to the mouth of the canyon, SR 209 needs additional lanes, I'm not understanding your table showing 2 lanes to 2 lanes (ie- S-173, Ops) I have been stopped/delayed several times accessing the canyon from this direction on powder and weekend ski days. With Draper and Sandy continuing to grow this route is insufficient and unlike Wasatch between 45th and 62nd, no interstate parallels this route.</p> <p><b>Comments to the Draft Alternative Development and Screening Methodology</b></p> <p>Parking, canyon traffic, crashes, bicycle safety and road maintenance would significantly improve with a phase out of personal vehicle traffic in the canyon. Mass transit works well, if thoughtfully implemented. And using existing buses is a low upfront cost approach. Models from other ski and tourist destination are good resources. Two examples our own Zion's National Park, which has implemented busing in the park with good success; and Vail ski resort makes it easy to assess the village from remote locations with their bus system, so private vehicle traffic is minimized or eliminated.</p> <p>The snow sheds and road widening in the current plan are key to the success of reducing private vehicle traffic, and should proceed as planned on the canyon and approaching roads to allow bus traffic to move easily up &amp; down the canyon with stops as needed, and to account for other vehicle traffic until personal autos are phased out.</p> <p>Additional parking spots should all be in the valley, enlarging existing valley parking lots, building multi-level garages at key pick up spots or transportation hubs. Currently we have several empty lots that have stalled or postponed development activity that could be used as temporary sites (i.e. Cottonwood Mall, Old Canyon Racquet Club site, old cement plant or eyesore at the northwest edge of the gravel pit on Wasatch Blvd.).</p> <p>Implementing a canyon toll (ie-Ez pass) would discourage some personal vehicle traffic as you increase bus service. Road side parking should be banned and owners of vehicles ticketed as another incentive to ride the bus and improve safety. 4 WD enforcement, either at the entrance or tickets issued in ski resort lots. With tourist traffic, the Utah tourism office should be working with UTA or private busing to provide bus transportation from downtown and other hotel sites. For rental home owners or rental agencies, a requirement that they provide closest bus information for their renters, and possibly higher fees to drive up the canyon for out-of-state vehicles or rental cars.</p> <p>Buses would need to run more frequent from bus stops locations with sufficient parking. Direct buses to each of the resorts running every 15-20 minutes during busy times. One additional bus route stopping at the out of area locations (White Pine, etc) every hour. Dedicated bus lanes once road is widened, cars will have to stay out bus lanes with everyone else. Summer buses would need a different schedule but direct to the resorts and then ones that stop at various hiking, climbing and camping locations. Improve late night bus service for those dining in the canyon too.</p> <p>Ideally, the existing parking lot acreage at White Pine and other turnouts, could be converted to space to add a touring center with day lockers /restrooms for skiers/hikers to store their personal affects while out skiing or hiking.</p> <p>An initial phase might look like this: Initial snow sheds and road widening. Electronic toll gate at the mouth of the canyon with lower local fees and higher fees for rental and out-of-state vehicles. New winter off-road parking ban and enforcement. Bus only lane with multiple bus routes (Snowbird, Alta, back-country) and increased frequency.</p> <p><b>2nd phase</b> Second priority snow sheds, finish road widening Reduce personal vehicles to those carrying 3+ people, toll gate control or photo tickets with steep fines. Increase bus service summer months Add off-road parking ban for summer months</p> <p><b>3rd phase</b> Final snow sheds Build White Pine touring center Eliminate personal car traffic (with some exceptions, possibly permanent canyon residents) Increase bus service thru late night to accommodate dinner guests at canyon restaurants (busing down the canyon opens up an entirely new crowd for dinner since they won't have to drive the canyon after potentially having a drink with dinner).</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
633	4/28/2019	McLeod	Geordie	I am very happy to hear that you are to build a transit hub at the bottom of Big Cottonwood Canyon. I hope that you focus your efforts on (incentivized or mandatory) public transit before widening the road. People only take public transit when forced to and then the whole system works better. I love Zion National Parks transit system. Please push people to use transit and/or carpool. No single-passenger vehicles should be allowed up the canyons on high-traffic days. Just like you don't let non-4WD vehicles pass. Thank you. good luck.	Website
634	4/28/2019	Seay	Seth	Sizable park & ride parking lots at the base of the canyon/Wasatch Blvd, plus increased bus frequency b/t park and rides and the top of the canyons, with priority lanes for buses, would potentially decrease the amount of traffic entering the canyon.	Website
635	4/29/2019	London	Aaron	Install avalanche sheds. Enforce the winter tire rule for every vehicle entering the canyons.	Website
636	4/29/2019	Kemper	Kyle	I am in favor of solutions that do not involve facilitating more individual vehicle travel. Adding more lanes will further stress congested areas that already have minimal parking, necessitating further loss of wild areas for parking. I am in favor of solutions for public transit, which could be subsidized by a vehicle toll. This would keep make the canyon accessible to more people in a less impactful way. The most important thing to me is to maintain as much wilderness as possible, because this wild area is the true asset of SLC and development will not be reversed. I believe priority should be given to local bikers, hikers, climbers who wish to maintain the local wilderness than to resorts that only seek to maximize revenue and don't have the same attachment to the land. The opportunity for developing this pristine place will always be alluring, but I believe transit is the sustainable solution to maximize quality of life for those recreating in the canyons. I appreciate the ability to comment and your consideration of public input.	Website
637	4/29/2019	Buchanan	Buc	Please include Little Cottonwood Road in the traffic mitigation conversation. Thanks	Website
638	4/30/2019	Schneider	Ian	Hi, Thank you for your efforts to reach out to the community regarding planned work in LCC. I appreciate your consideration to traffic issues in LCC. They have been significant, and made it hard for me to travel in the canyons and near the mouth of LCC this year. Unfortunately, I do not think the current plans go nearly far enough to reduce congestion and tackle the root of LCC's problems. The major problem in LCC is that there is simply too many people who seek to drive up the canyon. Given the immense and enduring popularity of LCC, roadway widening will only defer the problem for a few years, given the number of people who seek to recreate in LCC and population growth in SLC (especially with people interested in outdoor recreation). I think a more ambitious plan to reduce private vehicle usage and improve public transportation is necessary towards durable solutions to LCCs traffic problems. I think the money for this project should be spent on improving public transportation in LCC, and perhaps paired with a road toll to incentivize ride-sharing and public transportation use, and to direct revenues towards public transportation. If new road capacity is created, it should be prioritized for public transportation. Busses are frequently full, and they sit in the same traffic as single occupancy vehicles. More frequent busses and dedicated lanes to skip traffic (especially outside the mouth of the canyon) would be a much better use for LCC funds than the current proposal.	Email
640	4/30/2019	Gilman	Steven	Trail Head Parking should be expanded at all trail heads in both Big and Little Cottonwood Canyons. Possibly a fee for use to pay for plowing and bathrooms. Wasatch Blvd. needs to be expanded to accommodate the daily traffic, it needs bike lanes and sidewalks from 9800 to the gravel pit. More lights would help those of us that live there get through traffic to our streets. More Parking and expanded bus service is a must if we are going to see this much traffic in the canyons. No one rides the bus to Alta because of the 45 min detour into Snowbird. Any solution to the 4WD, snowtires and chains dilemma would be welcome. The worst afternoons in LCC are when the snow starts in the afternoon after the 2WD cars are up there. Good Luck and keep trying. SWG	Website
641	4/30/2019	Nelson	Vincent	I live in Wasatch Resort, so LCC is my home. To me, the best solution to the traffic problem is the following: Dedicated public transit lane the entire length of LCC Toll booth at entrance to LCC with \$5.00 entry fee during ski season (exempt for cars with at least "x" occupants) Natural gas busses running at very frequent intervals during prime hours Massive parking lots/structures at quarry site on Hwy 190 This solution uses existing infrastructure, provides additional revenue, minimizes environmental impact, and can be implemented quickly. Thank you for there opportunity to share my opinion. Vince Nelson	Website
642	4/30/2019	Tedesco	Bill	Long term thinking and subsequent solutions that are years away will eventually happen, however there are actions that can be taken starting as early as next ski season to improve traffic flow and decrease accidents. 1. Increased enforcement of the snow tire and chains rule, with no delay of police presence at mouth of canyon starting before the announcement. 2. Upgrading tire requirements from the all season classification (M&S, Mountain/Snowflake designation) to winter tire classification. 3. Sponsor an annual pre-season tire inspection, and have stickers placed on windshields to help law enforcement speed up the inspection process at base of canyons. The fee collected for the inspection can be used to fund the traffic detail during storm conditions. 4. Tolling for cars with less than 3 passengers. To many cars with one or 2 riders contribute to traffic conditions. 5. Ride share apps should be heavily promoted. 6. A coordinated effort between police agencies during enforcement periods. Who takes the lead, Unified or Sandy? We've always parked on side of road waiting for canyon to open at 8. This season, the Sandy PD showed up and was forcing drivers to drive around in circles. Doesn't this contribute to pollution? It also makes the traffic congestion worse. I was told by one Sandy officer to "Come back when the canyon opens" Left hand/right hand syndrome. Pressure from politicians living at base of canyons? 7.. Dedicated Alta express bus. Many people don't ride the bus due to the Snowbird stops and over crowding. 8. More frequent UTA buses, with special consideration given to buses prior to full canyon opening. Stage buses at lower gates. Thank you for accepting these comments.	Website
643	4/30/2019	Williams	Ben	Hello- thanks for taking the time to seek public comments. To start my comment I will say that I work for Alta Ski lifts and drive up and down LCC about 125 days each winter. Areas of concern - any place in the canyon that has a merge. I believe that if we work to remove the merges that will be a step in correct direction. Another area of concern - is the number of poorly equipped vehicles. The later part of this year got better.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>Possible solutions.</p> <p>1- ask the ski areas to charge for parking based on the number of riders in a car. It appears to me that most winter sport enthusiasts seem to drive up with only one or two people per a car. I feel that if the ski areas started charging vehicles with only one rider we would see less traffic in the canyon. My thought is \$30 per car and parked way in the back of the lot. With the money going back to the road improvements and infrastructure.</p> <p>2- work with ski areas and local business to remove as many employee cars from the road as possible. I know both alta and snowbird run several UTa Rideshare vans. I think that number could be increased.</p> <p>3- my dream would be a Zion or Yosemite style bus system that runs from various park and rides around the valley with no personal vehicles going up the canyon. Work with UTA to develop routes that run to Alta and Snowbird as express routes and others that run to both. Include the price of the bus fare in the lift ticket price. To allow easy use for the end user. For backcountry users have a very small fee or a season pass type card like mill creek. Also allow any bus to stop at common back country access points. For this system to work each ski area would need to increase the amount of on site ski storage for local skiers to cut down on the hassle of riding public transportation.</p> <p>4- if we could create something- I would love to see a light rail system that can be scaled to time of day to accommodate peak user times. With a routes starting downtown, sandy and a massive termnal at the base of each canyon. Thanks again for your time.</p> <p>Ben Williams.</p>	
644	4/30/2019	Bradley	Tyson	<p>I feel the best approach to the LCC traffic problem would to 2-fold:</p> <p>1. Add a middle lane to UT 210 that is for buses (and carpools?) only. It would be uphill-only in the morning and downhill-only in the afternoon. Likely this would require more buses, especially on weekends and holidays, to be effective. It should also be in concert with additional parking at Highland and 9400 South. And near the base of BCC, such as where the gravel pit now is. Finally, bus stops for backcountry skiers and hikers should be available in lower LCC for riders (as needed.) At White Pine and maybe Lisa Falls.</p> <p>2. Parking Pass, fee required. All vehicles traveling into the canyon would pay a daily fee of around \$5. Or parking passes could be purchased, seasonally or monthly. Maybe \$50/month or \$100-150 for full winter.</p>	Website
645	4/30/2019	Allen	Susan	<p>NO to trains or cable cars in Little Cottonwood Canyon (LCC). NO to tunnels thru LCC to Big Cottonwood Canyon (BCC). NO to ski lifts and trams over the ridges from LCC to BCC or from LCC to Park City. Increase bus service, i.e., more buses and more frequent bus service year round in LCC, with stops at, not only the ski resorts, but more hiking and backcountry trail heads. If there are more buses providing more frequent service in the canyons, more people will be able to and will ride the buses.</p>	Website
646	4/30/2019	Hardy	Nancy	<p>Dear UDOT,</p> <p>A transportation hub should be built at the north side of the gravel pit, which is closer to I-215, and is a major point for visitors entering to travel to the canyons, and the north area is available much sooner to build much needed parking on. A transportation hub built on the north side of the gravel pit would have less traffic, noise, pollution impact on the city of CH and its residents. The transportation hub should be architecturally designed to fit into the natural look of the mountainside since it's the first thing people will see.</p> <p>The transportation hub could include:</p> <ul style="list-style-type: none"> <li>-Plenty of parking, for both BCC and LCC, with signage so that people will know this is where they catch transportation to the canyons and other destinations.</li> <li>-Transportation to/from all 4 ski areas up BCC and LCC.</li> <li>-Transportation to/from ski areas in the Park City area.</li> <li>-Transportation to/from the SLC airport.</li> <li>-Transportation to/from downtown SLC.</li> <li>-Local restaurant, local coffee shop, restrooms.</li> <li>-Information desk.</li> <li>-Kiosk to purchase bus/shuttle tickets, with easy instructions and easy to purchase.</li> </ul> <p>The transportation hub could include a Visitor Center with local artwork, maps, information on things to do, local restaurants, places to go, gift shop that sells local items and crafts.</p> <p>The transportation hub could include a hotel with a conference room for groups that would like stay and hold meetings there and offer shuttles for afternoon skiing/snow sports and hiking/summer sports.</p> <p>The transportation hub could have bike racks, and bike paths that connect to the surrounding bike paths.</p> <p>The transportation hub could design trails around and up the mountain, for hiking and possibly mountain biking.</p> <p>The transportation hub could include a small amphitheater.</p> <p>The transportation hub could include a lookout tower that looks out across the valley and Great Salt Lake.</p> <p>The gondola/ train would be a huge negative environmental impact on the canyons and surrounding area. The canyon traffic is actually only backed up on Friday, Saturday, and Sunday, and some 'powder' days. Car traffic could be restricted on those days so that skiers/snowboards would use the public transportation and park at both the gravel pit and a larger parking area at 9400s &amp; Highland Drive. Busses/shuttles could be made easy, frequent, and quick to use, then people will use them. Wasatch Blvd could be restricted to 'residents' on those days, too.</p> <p>There are sensible plans and ideas out there! Make it local and make it fun!</p> <p>Thank you.</p>	Website
647	4/30/2019	Pace	Lynn	<p>The best transportation solution for Big and Little Cottonwood Canyons is to create a Zions National Park type bus shuttle service. Under this system, only property and business owners would be allowed to drive private cars up the canyon. All other users would be required to park and ride the shuttle. This solution would be the easiest and the cheapest to implement, and would have the greatest positive impact upon congestion and air quality, while creating the least impact upon the geography of the canyon. The existing roads would not need to be expanded, and the only cost would be to build park and ride lots at the mouth of the canyons, and to purchase and operate a fleet of shuttle buses. Thanks.</p>	Website
648	4/30/2019	Barrell	Daniel	<p>I wanted to thank you in advance for considering my input and for facilitating the public comment process. I am grateful that the Cottonwood Canyons transportation planning commission is taking feedback from public stakeholders. Hopefully through this process, we can collectively determine the best future transportation solution that protects the environment and also enhances canyon transportation. I developed this solution during the many hours spend in soul crushing gridlock traffic in the canyons. I appreciate the opportunity to share it with you.</p> <p>I believe that the Cottonwood Canyons long-term transportation plan should include a multipronged approach that includes multiple aspects - which in aggregate make a significant impact. My recommendation include the following: 1) providing fast/free/frequent buses from a transit-hub built on the gravel pit 2) tolling all vehicles entering the canyon 3) utilizing Uber/Lyft pool to provide door to bus hub transit service and 4) reducing bus travel time – see below for additional details on each element of the plan.</p>	Website



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>1) The backbone of my proposed plan would include frequent and free bus service. Ideally buses would depart each canyon every 15 minutes, from 5:30AM – 11:00PM (off hours buses could be small vans, while larger buses could accommodate peak travel times). Buses to both canyons should originate from a transit hub built on the Wasatch Blvd. gravel pit site. The transit hub should include a parking garage and an Uber/Lyft “SkiPool” drop-off exchange (ridesharing drop-off see #4). Canyon travelers, especially ski resort employees, will be more inclined to take the bus in the canyons if they know that there will be reliable and frequent bus service for when they need to return. Buses should be electric, which will reduce noise/pollution in the canyon and allow for the capture of potential energy via regenerative braking (down the canyon). Buses should only have one stop for each ski resort, located on the side of the canyon road (see point #4). Buses should be free and paid for through tolls, (see point #2).</p> <p>2) Plan should impose \$5 minimum toll on all cars in Big and Little Cottonwood canyons via a license plate reading system (currently used on Golden Gate Bridge). This will provide a source of funding to support the free bus system, allow traffic to continue unimpeded and create a negative incentive for driving. In addition, tolling will appropriately charge for the negative externality of driving private cars.</p> <p>3) UTA should collaborate with ridesharing companies (such as Uber and Lyft) to develop and promote a new product “SkiPool”, which facilitates carpooling via ridesharing - from front door to transit hub. This service would offer rides to/from the transit hub for an affordable price (\$5 - \$7). This will reduce the parking needs at the base of the canyon, decrease traffic traveling through Cottonwood Heights, shift some transportation capital expenditures to private enterprises and provide more local jobs for the gig economy.</p> <p>4) A reason many people don't take the bus is due to the increased travel time compared to driving. To get more people to take the bus, travel time should be significantly reduced. This can be accomplished by creating a separate bus lane to bypass congested traffic at canyon bases and establishing a single stop for each ski resort on the side of the canyon roads. Passengers could offload from the UTA bus and immediately board another ski resort bus/shuttle that would drop riders at the front of the resort. Such a change would increase capacity (via minimized route cycle time) and decrease the travel time disparity compared to cars.</p> <p>In the many hours I've spent thinking about canyon transportation, I believe that the most cost/effective solution includes a combination of enhanced bus service and tolling. The plan should definitely not include a gondola/tram, expansive parking lots or tunnels/ski lifts from Park City. The Wasatch are an incredibly fragile resource that we should protect for future generations. Large intrusive infrastructure (i.e. trams/sprawling parking lots) will permanently scar the landscape and compromise the quiet solitude the canyons.</p> <p>Thank you for taking my comments and for facilitating this public input process.</p> <p>-Dan Barrell Salt Lake City</p>	
649	5/1/2019	Nowell-Bown	Marilyn	<p>Many possibilities exist for better managing traffic in LCC and most of them will be needed over time. But we must start now by addressing the most pressing problem, namely weekend and holiday traffic. I suggest the following:</p> <ol style="list-style-type: none"> <li>1. Greatly increase bus availability on weekends and holidays. There are several large school parking lots that are lightly used on these days. Use these as bases for bus service. There needs to be express busses that go directly to Alta and to Snowbird. Every fourth or fifth bus needs to stop at back country access points rather than being express.</li> <li>2. A fee station needs to be installed to charge a substantial fee for vehicles with fewer than three people in them. This may help to reduce traffic and parking problems and to encourage bus usage.</li> </ol> <p>These two changes may have the following advantages:</p> <ol style="list-style-type: none"> <li>1. More people will get used to using the bus.</li> <li>2. More people will get used to paying for private vehicle access.</li> <li>3. Revenue generated from low occupancy vehicle use will provide much needed funds for subsidizing the busses and making improvements in the road and parking lots.</li> </ol> <p>A similar approach can work for BCC as well, although there are many more intermediate stopping places in this canyon, so the mix of express and non-express busses will probably need to be different.</p>	Website
650	5/1/2019	Braeden	Barbara	<p>Re: Big/Little Cottonwood Canyon Transportation Master Plan. I advocate a TOLL on cars in Big &amp; Little Cottonwood Canyons. Also, I advocate an extensive electric bus system. These are beautiful &amp; environmentally fragile canyons close to a large population; we need to be good stewards of this precious resource. I am OPPOSED to a gondola/tram system, I am opposed to expanding parking lots. I am opposed to tunnels/ski lifts from Park City. Thank you for your consideration of my comments.</p>	Website
651	5/1/2019	Barrell	Jeff	<p>I am a non-resident skier who grew up in Holladay and frequently travel to Utah for family &amp; skiing. I've seen traffic in BC &amp; LC become unrealistic. More lanes and parking are NOT the best solution, NOR a tunnel to BC. The solution is a suitable transit system - bus service. Many locals do not ride the buses because present bus service is geared toward tourists in hotels, not for local use. Outside morning and evening hours, bus service runs 1-2X per hour. This is not suitable. What is needed is a continuous canyon shuttle from a large parking area near the canyon bottom(s). More parking is needed badly - current parking areas near the canyon mouth(s) are full by 8:30 - 9:00 on weekends.</p> <p>The proposed shuttle will likely not pay for itself. The current, inadequate service costs \$4.75. A better system will be more expensive, but charging \$8-10 each way will not encourage ridership. Private cars driving and parking in the canyon should be pricey to encourage car pooling and riding bus. I was hitch-hiking this winter in BC and noticed that &gt;80% of cars had 1-2 passengers. Resorts will also cover costs - most resorts are parking limited, so a better transit will result in more ticket sales (and more crowded slopes, but that is another matter).</p>	Website
652	5/1/2019	Matheson	Hailey	<p>Hello, my name is Hailey Matheson and I represent the affects of traffic congestion on the skiing experience. I agree with the purpose and need of LCCEIS in this way:</p> <p>By improving transportation within the Little Cottonwood Canyon, we are thus helping to improve the skiing experience for locals and tourists alike. In my experience as a Jr. Ski Instructor, I have come across many clients of the Mountain School team and clients of Snowbird whom have voiced their concerns regarding safety within the canyons. Many parents have told me they worry about bringing their kids up the mountain because of traffic conditions and are also concerned about bringing their children down from the mountain because of the heavy traffic after lessons and once the first lifts begin to close.</p>	Website
653	5/1/2019	Goreham	Dennis	<p>The Wasatch Mountain Club (WMC) is a nearly hundred-year-old local organization focused on outdoor recreational activities and preservation of our environment.</p> <p>We are pleased to participate in the Little Cottonwood Canyon Environmental Impact Statement activities and happy to provide our comments to the Draft Purpose and Need Chapter, and the Draft Alternatives-development and Screening Methodology Report.</p> <p>The WMC agrees with UDOT's overall goal of “improving recreation and transportation experiences for users in the canyon”.</p> <p>We believe the long-term transportation solution for LCC must focus on mass transit to the maximum extent possible. We also believe there are short and intermediate steps that will accommodate current needs and ensure easy implantation of that long-term solution.</p> <p>We support proposals to improve parking at White Pine Trailhead, Lisa Falls, and other locations to enhance safety, allow additional recreational opportunities, and protect the environment. These projects are likely a once in a lifetime opportunity to improve current conditions and facilitate long term strategies.</p>	Email

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>Solutions may need to be implemented in stages. Mass transit requirements may need to be implemented soon to alleviate traffic on weekends, holidays, and ski days. Otherwise, at least in short to intermediate time frame, cars should be allowed to access trailheads and dispersed areas, during mid-week and off-peak times. We also believe efforts to determine carrying capacity of the Wasatch needs to be accelerated. Especially of back county users and undeveloped areas users. This must be done to sustain this type of recreation, and transportation solutions must enable these uses.</p> <p>Document specific comments:  “Draft Purpose and Need Chapter”  There is currently a need to expand and improve parking and facilities at trailheads to support users. Although the long-term goal should be for mass transit to these points, in the near-term we need better parking. These enhancements may be used for quite a while, in fact, during non-peak use periods and need to be as useful as possible.  There is mention throughout the document about “formalizing parking to designated areas”. Although we agree with the goal to decrease damage caused by road side parking we also recognize need for dispersed recreation users to have access to areas well away from formal parking areas. There must continue to be a way for users to park along roadside where necessary and recreate in these areas.  Authors of this EIS must recognize current uses and needs of citizens and accommodate to the extent possible. Parking on the side of the road is currently legal and should remain so until satisfactory solutions are developed. Parking depicted in Figure 1.4-13 and 1.4-15 illustrate the current need for dispersed roadside parking. These dots represent legitimate legal users that must be accommodated with some sort of parking or mass transit options. Parking solutions must not inhibit access to hiking, climbing, fishing and other dispersed activities.  “Draft Alternatives-development and Screening Methodology Report”  This document refers to developing alternatives for trailhead parking. It does not define trailheads.  We believe trailheads should include all traditional use trails; both developed trailheads and those used for common dispersed use areas. Alternative should develop options for discussion but should not eliminate any prior to that because, in essence, that would be an unreasonable impact to users before the study even begins.  This document refers to screening options at various stages but does not indicate who does this. All stakeholders should have an opportunity to discuss options before screening decisions are made.  Section 2.2.2 indicates transportation deficiencies. It lists problems with parking on shoulder. But the real deficiency is the fact that there are not better shoulders that can accommodate parking in areas that require it. That should be listed as a deficiency.  Submitted by Dennis Goreham, WMC Public issues Representative,  And Eric Sadler, Conservation Director</p>	
654	5/1/2019	Bown	Joel	<p>Many possibilities exist for better managing traffic in LCC and most of them will be needed over time. But we must start now by addressing the most pressing problem, namely weekend and holiday traffic. I suggest the following:</p> <ol style="list-style-type: none"> <li>1. Greatly increase bus availability on weekends and holidays. There are several large school parking lots that are lightly used on these days. Use these as bases for bus service. There needs to be express busses that go directly to Alta and to Snowbird. Every fourth or fifth bus needs to stop at back country access points rather than being express.</li> <li>2. A fee station needs to be installed to charge a substantial fee for vehicles with fewer than three people in them. This may help to reduce traffic and parking problems and to encourage bus usage.</li> </ol> <p>These two changes may have the following advantages:</p> <ol style="list-style-type: none"> <li>1. More people will get used to using the bus.</li> <li>2. More people will get used to paying for private vehicle access.</li> <li>3. Revenue generated from low occupancy vehicle use will provide much needed funds for subsidizing the busses and making improvements in the road and parking lots.</li> </ol> <p>A similar approach can work for BCC as well, although there are many more intermediate stopping places in this canyon, so the mix of express and non-express busses will probably need to be different.</p>	Website
655	5/1/2019	Horrocks	Whitney	Rail. Get a permanent solution.	Website
656	5/2/2019	Sanford	Joyce	<p>As a person who uses the canyon daily in the winter, I have a few suggestions. A new lane up Wasatch Blvd to the mouth of the canyon would be helpful. I am not for a second lane all the way up or down the canyon.. It would just encourage reckless driving on bad weather/road condition days. 2. A police officer SHOULD BE OUT OF HIS CAR AND CHECKING FOR SNOWTIRES on ALL days that the 4 X 4 is on. People should be turned away without the proper tires. Two times we followed cars down in bad conditions. One went sideways all the way down taking over 45 min, the second one half way went into the ditch. Meanwhile our vehicle with snowtires was handling the conditions at a slow speed. 3. Bus transportation. There are NOT enough buses to carry the people , especially on a powder day. The IKON people are now riding free. We have seen where 20 people were left at a bus stop. 4. There are not enough buses for older people to get a seat. I am 73 years old and would like to save my legs for skiing, not standing on the bus for 45 min ride up and back. Sometimes I go to the trax station in hopes of getting a seat, and still don't!!! IF YOU WANT people to ride the bus, have enough buses and seats.. The schedule this season was better, but you need more than one bus at certain times of the day, or every 15 min. .The same schedule for a regular day does not work for a powder day. Also the same schedule for Dec, does not work for Jan and Feb. If you see it is going to snow, add buses.</p>	Website
657	5/2/2019	Hedrick	Chris	Close the road to private vehicles during peak times and set up year round bus routes as part of UTA for transportation up and down the canyon.	Website
658	5/3/2019	Yurick	Hallie	<p>More public transportation options, please. Allowing more cars in the canyon, even with the proposed avalanche control plans just causes more congestion. I've waited 2 hours on a dry road to get home to my house on Kings Hill Dr. I understand that means more parking is required. Zion National Park is doing it, can we? I have 2 children and work at Alta. If there were buses for me to get to work and back again at more convenient times than 1 hour before I have to work or 10 minutes after I'm supposed to be at work and if they took less than 40 minutes because they have to go through Snowbird first, my kids would love it! Sometimes I only have to work a half-day. However, the bus is either too early or too late, which means I pay for a whole day of daycare anyway, I would take the bus. More public transportation, fewer cars is my comment.</p>	Website
659	5/3/2019	Fisher	Carl	See attached comments. Thank you.	Email
660	5/3/2019	Barrell	Arleen	<ol style="list-style-type: none"> <li>1. I am for charging a toll to Go up to canyons. You could have yearly fees and passes. The money collector can go towards buses and small minivans. We should have some the service available during the summerT and fall months.</li> <li>2. The ski resorts should charge for parking. If someone has three or more people in the car he should be able to park at the ski resort. Most major ski resorts charge for parking.</li> <li>3. Utilize parking garage is on the weekends are not being used by businesses. Build a parking garage somewhere in the valley close to the canyons where buses can pick up passengers,</li> </ol>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
661	5/3/2019	Hutchinson	Brian	<p>1. Pause LCC EIS process until conclusion of CC TAP process. Research carrying-capacities at trailheads &amp; trails to inform throughput targets. Refer to Mountain Accord for design inspiration (mass-transit based solutions).</p> <p>2. . Resurrect LCC EIS with science-driven parameters provided by carrying-capacity studies and other research.</p> <p>3. Invest the \$63-66 million in infrastructure located outside the canyons, with the possible exception snow sheds, which if designed sensitively, could restore some of the pre-road terrain.</p> <p>4. The design of the merging lane at the 209-210 intersection is "fixing a problem that does not exist". With slower road speeds (30mph) we can improve safety, reduce noise, moderate speeds and shorten lanes.</p> <p>NOTE: The proposed merging lane is 3 times the necessary length and inconsistent with standards provided in the "Manual on Uniform Traffic Control Devices". (Residents at Wasatch Estates do not want increased traffic and road widening. )The design does not provide a transit-only lane, nor does it provide traffic lights or barriers that would improve safety and give priority to buses and shuttles.</p> <p>5. The proposed trailhead parking lots unnecessarily destroy habitat for an outdated car-based system. White Pine would be better served by a shuttle system linked to a reservation system.</p> <p>6. Road-shoulder bus/shuttle stops are less destructive and work better with long-range possible plans to replace private automobiles. Bus service may soon replace private car access at White Pine picnic areas, to be managed by a reservation system, (a la City Creek Canyon)</p> <p>7. The LCC EIS Study Area ignores the critical feeder routes from adjacent communities along Hwy 209, 190, 215 and Wasatch Blvd So.</p> <p>8. Proposed in-canyon road widening and parking lot expansion is premature and incompatible with the expressed directives of the Mountain Accord. (Park outside the canyons)</p> <p>9. Create an actual Design Charrette process that involves multiple days with sub-committees that coordinate to formulate proposals (as opposed to a series of "sticky note" parties)</p> <p>10. Institute a tolling system, reservation system, and marketing effort during that incentivizes 95% of the visitors to use mass transit.</p> <p>11. Fund mass-transit that originates and terminates in the valley communities</p> <p>12. Fund transit-only lanes in Cottonwood heights, Sandy, Millcreek and Holladay</p> <p>13. Create Park &amp; Ride agreements at existing parking lots (stores, schools, public places)</p> <p>14. Fund new Park &amp; Ride Facilities in Sandy, Cottonwood Heights gravel pit, Millcreek and Holladay</p>	Website
662	5/3/2019	Walker	Leann	<p>Unable to attend the open house and would like to comment on the EIS with concerns about Wasatch Boulevard and also general comments on the EIS.</p> <p>1. Loves home, neighborhood/neighbors and made significant investment to accommodate disability. Concerned that Wasatch Boulevard improvements will cause her to lose her home, like residents on Kings Hill Drive.</p> <p>2. Safety and environmental issues with Cottonwood Heights not enforcing idling or blocking of intersections.</p> <p>3. Would like to see parking facilities added but no additional lanes on Wasatch.</p> <p>4. Need improved avalanche mitigation</p> <p>5. Decrease speed limit on Wasatch Boulevard</p> <p>6. Develop communications app that would give updates on give traffic conditions and travel time. Access to canyon granted on a first-come, first-served through the app</p> <p>7. Need to define canyon visitor capacity and experience</p> <p>8. Security at parking locations</p>	Phone Comment
663	5/3/2019	Chapman	George	<p>The Canyons need bus service now year round.</p> <p>The Legislature should provide seed money to start weekend Canyons bus service this year.</p> <p>Several years ago, UTA did a study suggesting that it would cost a million a year per Canyon but it has obviously gone up.</p> <p>Before any tolling is even considered, there must be options like convenient bus service with convenient transfers from TRAX and other buses so they may need to be running outside of the Canyons. Buses may need more bicycle carrying capacity. But it will require starting the service to find out if it works or what is needed to make it work.</p> <p>Parking does need to be increased in and out of the Canyons but the goal of 2000 parking standards is unrealistic. Yes more parking up the Canyon at many trailheads along with restrooms (for environmental reasons = EIS) and secured parking outside of Canyon which does not necessarily need to be on Wasatch Blvd if the bus goes by it. When I say secured, I mean someone or a camera has to monitor it since one breakin and people will not park there again. Note that all parking lots should have restrooms open year round if you really are concerned about the environment and watershed.</p> <p>Several years before the Mountain Accord, the Canyon Transportation Study looked at a curb/separation between the shoulder and roadway that could be used for bicycles going up the Canyon. The bike shoulder does not need to meet the heavy duty requirements for big trucks and buses and they should stay off the shoulder anyway. That cycle track would be very important.</p> <p>Since avalanches close the Canyon roads often in the winter, priority should be given to construct avalanche sheds (may need further Legislative funding).</p> <p>Priorities should be:</p> <p>valanche sheds</p> <p>us service</p> <p>parking in and out of the canyon with facilities/restrooms open year round</p> <p>bike lane on the shoulder going up</p> <p>then, after everything else is in place, look at tolling again.</p> <p>George Chapman</p>	Email
664	5/4/2019	Mauer	Kevin	<p>There should be a toll at the base of the canyon after the park &amp; ride, exempting carpoolers and hybrid/electric vehicles. To cut down on congestion at the toll, something like an EZ Pass should be available for purchase.</p>	Website
665	5/4/2019	Howard	Courtney	<p>Put in a tram/trail/railway system. An additional lane for cars is a bandaid and will eventually max out also. Also implementing a required minimum carpool number per car in high traffic days. Additionally, employing 12 passenger vans and organizing carpool systems in addition to buses which service to further away lots since the current lots get packed. A system to set up neighborhood carpools too to organize those systems. But above all, a tram.</p>	Website
666	5/6/2019	Deblanc	Harold	<p>Good morning All,</p> <p>Thank you for taking the time to review this from me.</p> <p>As I was looking more closely at the maps of the two shared alternatives to the intersection, it occurs to me that the signaled intersection may make the most sense for overall LOS</p>	Email

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				<p>and safety. I believe it significantly improves regionally generated traffic flow along Wasatch (with three timed lights: one about a mile to the south, Kings Hill Rd and at the the Park and ride to the north), ingress/egress of residents and visitors to/from Kings Hill Rd and 8350 S. onto/from Wasatch, and most importantly safety for all, including cyclists and pedestrians.</p> <p>More specifically, what became evident to me is this:</p> <p>1) With the signaled intersection, I believe safe turns can be made in all directions and across all 8 lanes of traffic including three turning lanes and two bicycle lanes, plus pedestrian crossings. Of course the alignment of Kings Hill road and 8350 S. on both sides of Wasatch is helpful. This might be the best of any alternative, including ones yet to be identified and evaluated. I believe it requires acquisition of 3 homes.</p> <p>2) The alternative with no signal leaves, I believe, some existing challenges and safety concerns unaddressed, and perhaps exacerbated. Of course, the two opposing roads on either side of Wasatch remain unaligned. That by itself is somewhat problematic and a continued safety issue. More relevant is the continued, if not heightened, difficulty for left turns onto southbound Wasatch from Kings Hill Road and left turns from 8350 S. onto northbound Wasatch. From each road, it requires "darting" across a pedestrian crossing (and potential Jay Walking across Wasatch), a bicycle lane, two through traffic lanes, and a dedicated turning lane. Additionally, there is no median to occupy while attempting to merge into traffic after successfully crossing those lanes. Increasing the challenge of this "maneuver", is the likely fact that speeds will be higher with four through traffic lanes. Further, vehicles will be travelling at different speeds in each of the lanes heading in the same direction. All of these conditions could make a turn onto Wasatch from either street even more complex with more accidents and loss of life. I believe this alternative requires the taking of at least 2 homes (maybe 3), and significantly impacts 2 (or 3) other homes on the east side of Wasatch.</p> <p>I recall roundabouts and a reversible lane has been suggested. I am skeptical of both for a few reasons I won't "bore" you with now.</p> <p>Finally, let me say I believe none of the above is new to you. I think you are familiar with the issues.</p> <p>Thanks again, from someone who works with transportation authorities, traffic engineers, EIS's etc. quite frequently as a necessary part of my work,</p> <p>Looking forward to speaking with you again.</p> <p>Harold</p>	
667	5/6/2019	Arnold	Catherine	<p>As someone who's used the snow bus in winter (but seen the type of car traffic taking place on heavy snow days), I'd love to see limits put in place on the number of cars going in and to see bus access taking place in summer and other seasons besides winter. In order to protect the watershed, conserve the canyon nature, and improve air quality, I think we have to thoughtfully change the way things are done. It would also decrease the stress of traffic congestion. Thank you!</p>	Website
668	5/7/2019	Knab	Connie	<p>Hello WFC,</p> <p>First, I believe UDOT's plan to build a transit Hub at the base of BCC is extremely valuable and I am for the Gondola!</p> <p>I am an employee of Alta ski Lift co. On average I commute to work 110 days of the season for the past 30 ski seasons.</p> <p>If it may be helpful I wish to share some observations during snow days that may be simple ways to improve the quality of the transportation experience for employees and winter recreation users.</p> <ol style="list-style-type: none"> <li>1. It makes a difference when vehicles are being monitored at the base of canyon for all wheel drive and proper tires. This would be helpful if this practice was done consistently and from the 210 entrance as well as the 9400 South entrance to possibly expedite the process.</li> <li>2. Delivery trucks going up the canyon in the morning have a huge effect on the speed of traffic. They go slow. Requiring these deliveries to happen in the middle of the day would reduce the exponential slowing of traffic which occurs when these vehicles are going so slow.</li> <li>3. Some mornings and I noticed the Alta Marshals or Unified Police traveling up and down the road to assist in preventing chaos from unexperienced drivers or vehicles which managed to get passed the mouth of canyon check.</li> </ol> <p>The times I saw the authorities take immediate action upon these unfortunate drivers made a huge difference in getting traffic moving again.</p> <p>It seems the thinking of some winter recreation users who are struggling to drive in the snow up the canyon is the traction is going to get better the farther up you go! If all wheel drive/snow tire equipped vehicles are struggling to keep traction in the first 1/2 mile of the canyon they should be turned around.</p> <ol style="list-style-type: none"> <li>4. Employees need to get to work to ensure a higher quality experience for our guests.</li> </ol> <p>Employees often get to the mouth of canyon early during road closure to get in line so we may arrive to work before our guests. Allowing the employee vehicles to enter the canyon to the closed gate and have vehicles move as far to the right as possible would give way for emergency vehicles and plows to go through. Employee vehicles could have a "pass" to present if needed.</p> <p>It is very frustrating when we as employees are turned away during a road closure at the mouth of the canyon when we got there early to get to work on time.</p> <ol style="list-style-type: none"> <li>5. During road closure and vehicles are waiting on HWY 210, ENCOURAGE EVERYONE TO BE IDLE FREE!</li> </ol> <p>Post it on your freeway message signs, Post temporary winter signs along 210.</p> <p>Have the ski areas post it on their websites under travel tips.</p> <p>Thank you for your time</p>	Website
669	5/13/2019	Jackson	Colin	<p>You need to use both the carrot and the stick. Not enough is being discussed about sticks. You need a stiff toll for all single occupant cars. I suggest \$10 toll for all solo occupant cars going up LCC from Thanksgiving through Tax Day. That will force people to car pool and use buses. No more single occupant cars.</p>	Website
670	5/13/2019	Pugh	Christy	<p>Thank you for giving us the opportunity to submit comments regarding the issue of traffic congestion in Little Cottonwood Canyon. I am a resident in the mouth of the canyon and one significant problem we've faced here is that the school buses are not able to pick up the kids on time (or sometimes not at all) when there is ski traffic.</p> <p>A few mothers in the neighborhood, including myself, made a great deal of effort this year to get our buses on time by calling Canyons School District Transportation on ski traffic days and asking the Sandy Police to escort the buses through traffic. On the days we did not receive help, the buses were late getting the kids to school and many of the children were forced to sit on the bus for 45 minutes to an hour. The elementary school bus was late 5 times and the middle school bus 3 times this year. Additionally, the police escorted the buses 8 times (without an escort on these days, the buses would have been late or never made it at all). The ski traffic jam affects both the Albion Middle school bus (#1242) and the Granite Elementary school bus (#1205).</p> <p>As residents in this community we are frequently forced to not leave the neighborhood in the mornings when there is ski traffic as it is nearly impossible to return home. Sometimes kids need to be early to school and parents have to wait well over an hour to get home. This especially poses a problem for parents having to take their middle school children early to school and then needing to get home to help their elementary school children get off to school.</p> <p>Another problem we face as residents on Little Cottonwood Lane is drivers who dangerously speed through our road as a way of cutting further ahead in the traffic line. This reckless driving is a hazard to the elementary school kids who are waiting at the bus stops.</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>I believe the most effective solution will be to reduce traffic by providing better public transportation. We need stronger incentives for taking public transportation up the canyon and impose penalties for single car drivers. My neighbor off North Little Cottonwood Rd. counted 40 single drivers passing by in slow traffic in a period of 20 minutes one day. Reducing these single drivers by enforcing a toll or not allowing them to enter the canyon during high peak morning hours would have a significant impact. If taking the bus meant getting to the resorts faster, I'm sure more people would take the bus (or shuttle if a system were to be implemented).</p> <p>I don't think widening Wasatch Blvd. will be helpful for traffic congestion at all. It will just make a larger traffic jam as cars are funneling into the canyon and will add more pollution to our environment. I'm in favor of bigger structure hubs outside the mouth of the canyon (gravel pit or 94th S. Park &amp; Ride by Walgreens) where people can take public transportation, use a shuttle service or find a carpool to get up the canyon.</p> <p>My hope is that the money allocated for solving this ski traffic problem will be used wisely, giving much consideration to the needs of the residents in our community (Sandy &amp; Cottonwood Heights). This year has been the worse I've seen for ski traffic in about 20 years and the traffic seems to be getting worse every year. From my notes, the canyon was closed 19 times this season and residents had to deal with traffic congestion over 30 times. I look forward to hearing solutions to address these specific problems residents are facing.</p>	
671	5/13/2019	Anderson	Kelli	<p>I can't tell you how often my daughter has been late to school over the last two years since she was in the first grade because of ski traffic. I live in the Wasatch Resorts area of LCC and have had to brave the skiers since we've lived here. We have to plan our day around the ski traffic. When I take my daughter to school on heavy traffic days we are usually 5plus minutes late and can't get back home for hours. When I had my baby 2 years ago she was born in February so obviously there was ski traffic at the time of her birth. She was severely jaundiced and couldn't be out from under the lights for more than 15 minutes at a time. This was a serious problem when I needed to take my older daughter to school in the heavy ski traffic and couldn't get back home for hours let alone within 15 minutes. There were several occasions where I had to go into the doctors office to put my baby under the lights because I couldn't get home. I honestly don't believe that widening the road will solve any problems with traffic. It will create a worse problem. More lanes=more people trying to cram up the canyon. A shuttle or more incentives to take the bus would be a much better solution. I fought against mountain accord trying to widen the road or put a train up either byway of LCC Rd or the trail that goes past my house. No to both. Limit the amount of personal vehicles going to the resorts put in shuttles or more busses. Widening the road would damage an already delicate canyon of very environmental. It would put some residents out of their homes and that's not right. The residents and canyon should not suffer so more skiers can get up the canyon to make the ski resorts more money. Again widening the road will NOT solve the problem but only make it so that there's more lanes off traffic to have to get through. Leave the road as it is and make the skiers take a shuttle or bus and have a fee to drive and park a personal vehicle at the ski resorts.</p>	Website
672	5/17/2019	Wheeler	Dan	<p>I suggest you leave it as is and make no changes. The reason being if you improve access more people will use the canyon, and then more improvements will be needed...it will become a vicious cycle.</p> <p>I would be in favor of charging a fee to use the canyon. Something similar to what is done in American Fork and Mill Creek Canyons.</p> <p>Thank you.</p>	Email
673	5/17/2019	Langridge	Sarah	<p>There needs to be more parking at the base of the canyon and FREE buses that run every 10 minutes during peak times up and down the canyon.</p>	Email
674	5/17/2019	Fields	Melissa	<p>Good morning,</p> <p>Following are some of the improvements I think are necessary to Wasatch Boulevard from the interchange at I-215 to Little Cottonwood Canyon:</p> <p>Addition of a bus- and bike-only lane/shoulder. These types of lanes clearly display how riding a bus is faster than driving a car and would be key in incentivizing public transportation.</p> <p>Increased mass transit frequency and options in the winter, with expansion of mass transit into the canyons in the summer months, and perhaps utilization of a mass transit or bike-only policy similar to what's used on Zion National Park's Scenic Drive.</p> <p>Public transit hub at the gravel pit.</p> <p>Above or below grade pedestrian crossings (with clear opposition to street-level crossings) with well marked connections to trails, walking paths and bike routes on either side of the roadway.</p> <p>Reduced traffic speeds.</p> <p>Medians landscaped with drought tolerant plantings to provide aesthetically pleasing green space as well as traffic calming devices and separation between the roadway and a bike/pedestrian path.</p> <p>Some kind of traffic mitigation at the intersection with Fort Union Boulevard and at the new Canyon Centre development</p> <p>Improvements that I think are necessary in Little Cottonwood Canyon are:</p> <p>30- or 15-minute interval bus service into the canyon, from 7 a.m. to 10 p.m., year-round</p> <p>Charging for private car parking at all trailheads along the canyon, or perhaps a fee station at the base of the canyon</p> <p>Bathrooms at all trailheads, especially those accessing the Alpenbach loop climbing areas on the north side of the canyon</p> <p>Thank you,</p>	Email
675	5/17/2019	Stewart	Walter Noel	<p>Over the last thirty plus years, I have been going to Little Cottonwood Canyon to go skiing, mainly back country skiing. There was a time when the resorts tried to attract local people for this, including Alta's ski free for families that could not afford lift tickets. This has all gone by the boards, now the focus of these two resorts, Alta and Snowbird, is for their upscale clientele who will pay exorbitant prices for lift tickets, and accommodations, where expense is no object for such customers.</p> <p>Where does this leave the local people, who have wanted to enjoy this canyon in terms of skiing (back country access), hiking, rock climbing and just going for a ride. It leaves them as the last people for consideration for this canyon. These resorts are constantly hatching plans to expand their grasp of this resource, e.g., mountainside roller coasters, added ski-link connectors (that are thinly veiled attempts to usurp more of the mountain and cut off access to back country areas for the locals. What does this do for the bottom line for these resorts, not too much really, their clientele will still come and spend big bucks to ski whether or not they link the mountain to some other resort. If they wanted to ski that resort, they could go there instead. It seems unlikely any average skier is going to ski thousands of acres of terrain in any of several days. But denying locals this area in the name of greater profits for these money grubber corporate enterprises doesn't seem at all commensurate with allowing any sort of access for the locals to enjoy their Forrest resources.</p> <p>These Forrest service assets where not just there for the greed of the corporate interests, they belong to all USA citizens and to all Utahns. During any snow event, I go back country skiing (ski every storm); believe me during a storm, there is not a traffic problem or a problem finding unassessed powder to ski. Most people congregate the next day when there is a Blue-Bird powder day to be had. Which makes my point, there are several days such as this during the year, when traffic is a problem with everyone trying to get to the resorts and or canyon for back country access.</p> <p>Do we need to manufacture a crisis for canyon access based upon these several few high traffic events? I don't think so, it is nonsense. If during these events there is a traffic problem, it can be managed on a case by case basis. Draconian solutions such as charging toll fees, making access denied to locals, or making someone such as myself bringing</p>	Email

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				up back country gear to ski must climb aboard a buss or not go; these are just reactions to the corporate plan to ultimately take control of this canyon with their so-called "Traffic solutions." Which is code word for let's make this canyon as exclusive as at all possible for our clientele, make the locals go find somewhere else to recreate. Greatly do I opposed to solutions bartered by these corporate interests to squeeze and whittle down opposition to their greater schemes to gain entire control. They care less about anyone who does not bring bags of money to their resort.	
676	5/17/2019	Gooch	Judy	I am against adding roadway capacity. There are way too many cars in this canyon. We do not need more roads. We need more public transportation. Please do not build. thank you, Judy Gooch	Email
677	5/17/2019	Murray	Nancy	I am against adding roadway capacity. There are way too many cars in this canyon. We do not need more roads. We need more public transportation. Please do not build. Thank you,	Email
678	5/17/2019	Boschen	Tor	In My opinion: The Rail system concept is not scaleable to allow for 6000 + visitors to load in between 8-9:30 am and then load out between 3-6pm... So hopefully a multi-multi-million dollar rail boondoggle is off the table. Adding an uphill passing lane the length of the canyon is critical to improving traffic flow during inclement weather. The UPD has drastically gotten more consistent in enforcing the 4x4/ winter tires rule but even one slide-off low in the canyon causes uphill traffic to stop and that causes a stoppage that extends at times all the way to I 215. A second lane would allow traffic to at least continue uphill movement while the poorly prepared vehicle sits on the shoulder awaiting a citation from UPD. In my experience the lower part of the canyon where grades are steepest (below Tanner's) is the most difficult section that really needs to be prioritized. As to the parking issues at White Pine and further up towards the ski areas, paving the shoulder a full 10 feet from the white line would allow the plows to plow adequate parking widths without pushing more road base into the water shed. It seems unlikely that winter backcountry usage is going to go down and neither is the usage at the developed ski areas. Will the UTA buses stop at Lisa Falls? Seems to narrow to be safe and there isn't a crosswalk. White Pine? Again, widths and lack of a crosswalk create issues. So I would expect BC skiers to continue driving although many carpool. Additionally I have waited at the Snowbird Center bus stop for a bus down only to find it completely full with Alta skiers... So now I drive up, what's a few bucks in fuel vs standing for another 30 minutes for a bus that is also likely full. IMHO, a gondola system from the mouth of LCC up to the two ski areas would be a viable all weather/ Avalanche hazard option. They can be bent around bends in the canyon, and can transport 3000+ people per hour. The footers required are not huge, require less site work with equipment flown in by helicopter not roads and the gondola operates virtually silently. Thanks for your time, Tor Boschen 25 yr enthusiast and commuter in the canyon.	Email
679	5/17/2019	Knoblock	John	Hi John and the LCC EIS Team- Here are my additional comments on the draft EIS. From the UDOT Guidance document- The "Purpose" defines the transportation problem to be solved and outlines goals and objectives that should be included as part of a successful solution to the problem. The "Need" provides data to support the problem statement (Purpose). The Purpose and Need Statement is intended to clarify the expected outcome of public expenditure and to justify that expenditure – What are you trying to accomplish and why you think it is necessary. Section 1.2.1- I think the first paragraph of the Purpose Summary statement is too narrow and presupposes solutions. When you're so close and involved with a project it's hard to step back sometimes. From what I've read, the Purpose should start broad and general such as- The Wasatch Blvd - LCC transportation system is important to local commute traffic, recreational cyclists, pedestrians, and especially to provide access to recreation in LCC. LCC is home to rock climbing, fishing, road cycling, mountain biking, hiking, and trail running recreation, as well as to Wildflower and Oktoberfest festivals in the summer and fall seasons. In the winter, LCC is home to some of the best ski resorts in the nation as well as being heavily used by backcountry skiers. The resort ski industry is an important economic driver in Utah for both visitors, local businesses and attracting business to locate on the Wasatch Front. To meet these recreation and business needs, the transportation system must accommodate these commute, recreation and business needs without serious delays or congestion through all weather and mountain conditions which include rain, heavy snow, black ice, high winds, rock fall and major avalanches. The transportation system should strive to fulfill this purpose without causing serious disruption to the community living along the Wasatch Blvd corridor in terms of commuting, ingress and egress from local roads, noise, and visual presence. The transportation system needs to get local and tourist ski resort visitors to and from the ski resorts reliably, comfortably, conveniently, efficiently, cost-efficiently, and safely. The system must fulfill this purpose while not impairing water quality or quantity coming out of LCC as it is an important source of drinking water in the Salt Lake Valley. The present Wasatch Blvd-LCC transportation system does not meet all of these goals. Then in the Needs section, get into the specifics and data showing the deficiencies and why a project is necessary. The details of the report are looking good! Section 1.4.2.3 Another significant part of the Needs statement is that to meet the purpose of the transportation system, public mass transit is required to accommodate the visitor capacity now and in the future up LCC. This section does not address the important issue that the most significant area of skier induced traffic congestion is along Wasatch Blvd into LCC. However, the 953 bus route has the least capacity of any of the ski bus routes and has significant gaps in service. The existing mass transit 'Park and Ride' areas and drop off-pick up points in and along the canyon are not well-designed or efficient which compromises the efficiency of the system. Busses have difficulty and delays in trying to get into and out of the LCC park and ride, there are no provisions for a casual carpool system, slow entry and exit from Snowbird center and excessive time required to get to Alta due to lack of express buses bypassing Snowbird. And most importantly, that the mass transit not able to function when normal vehicle traffic is bottlenecked or otherwise stopped. Also, shouldn't the needs section give subjective information or objective data regarding the insufficiency of the 'park & ride' parking lots. Also the lack of 'real-time' informational signs indicating when the next bus is actually due to arrive and what the actual expected trip length to various destinations will be. Okay, that's all for now. Good Luck!!!	Email
680	5/18/2019	Knoblock	John	More comments- 1.4.3.1 Congestion- Am I reading this right? The EIS talks about the commute traffic being the primary congestion and makes no mention of the powder day traffic disasters???? That is an obvious serious flaw in the draft EIS Purpose and Need. There are typically 30 to 40 days powder days with over 6" of new snow. The Alta snow report page has all the snowfall historic data. That triggers a 'Powder Alert' from the ski resorts and can result in a traffic disaster from 7 to 11 am. Heightened by an avalanche closure but that is not a	Email

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				precondition for traffic disaster congestion. Those are the days when people try to sneak through every side route through the neighborhoods to avoid traffic and back up all the side streets. The EIS needs to include this information and data because that is a serious problem that needs to be resolved. That was a significant reason for having the Mountain Accord which resulted in the Central Wasatch Commission.	
681	5/19/2019	Eatchel	Andy	<p>I am writing to submit public comments related to the present EIS/TAP. I understand that these are separate processes but from the information available on the CWC and UDOT websites, there is considerable overlap between the two and the division between them is unclear so my comments may relate to one or the other or both.</p> <p>According to your latest outgoing email, you have just set a comment closing period of a few weeks away and you have made last minute revisions to the scope of the EIS to focus on roadway improvements to S.R.210 leading up to LCC and adding a third lane on S.R. 210 in LCC. Most of what you seek to accomplish under agenda items (1) and (2) in the email are excellent choices to focus on. Item (3) is nebulous and basically says that anything can be added to the final Statement as the Commission sees fit. It is hard to consider or comment on unspecified agenda items.</p> <p>I concur with the CWC Chairman's comments in the May meeting that the canyon highways pose certain dangers that need correcting. It would seem to me that this should be the focus of any roadwork in the near future. But the additional roadway capacity "improvements," especially adding a third lane to Little Cottonwood Canyon Highway should be considered only in relation to existing capacity studies of the USFS. If an insufficient carrying capacity analysis of the canyons exists, one should be conducted in short order by the USFS or other DOI agency whom are the ones with the scientific database, knowledge base, and expertise to perform such a study. Road carrying capacity has to be matched to the carrying capacities of the canyons which likely have already been reached. It is improper for UDOT to be charged with performing such studies. Carrying capacity of the canyons must be based on existing natural and other resources and is a scientific measure and does not depend on political agendas or change with short increments of time (a few decades).</p> <p>I understand that the TAP comment period is closed but since I have seen toll booths mentioned in documents relating to the TAP and EIS, I will make my comments here. According to the UDOT website, the purpose for charging a fee to enter the canyons would be to, "reduce single occupancy vehicle traffic in the canyon ... to change behavior ... revenue is a by-product." Furthermore, according to UDOT, "It is unknown ... how potential tolling revenue would be utilized or allocated." I would submit that the only effect of tolling would be to ration access to the canyons making them accessible only to the upper classes. According to the UTA website, the cost for round trip bus fair in the canyons is \$9 per person. I can only assume that an entrance toll would have to be more than that in order to meet UDOT's stated objectives. Especially since most vehicles carry more than one person. Either way, it's enough to make it cost prohibitive for many to take a walk in the woods. Access to the canyons should not be divided along economic lines.</p> <p>There are some who feel that traffic in the canyon makes for an uncomfortable trip. This affects everyone the same and in fact does serve a self-limiting function. Folks may choose to adjust their travel times and days so as to avoid peak traffic and/or find alternative modes of travel like taking the bus. If someone doesn't like driving in the traffic and can afford it, they can leave the driving to UTA rather than complain about it. My own experience is that I prefer to carpool to share the expenses of travel with friends when I go hiking in the canyons. One of the reasons UTA doesn't get more usage than it does in the canyons (even though they get a lot already) is that the cost is high and the schedules are not as easy to understand as it might seem to UTA insiders. How to take the bus is still a big mystery to many. Does it stop where I need to get off (trailheads' etc.)? What if I get back late from my hike? Will there be a way to get back down the canyon ...? These are all difficult questions that people face when thinking of taking the bus. There is as serious need for public education on how to take the bus up and down the canyon to make it seem preferable to driving. Education – not toll booths!</p> <p>Also at the May meeting of the CWC, options for parking were discussed with relative costs compared for different types of facilities. Rather than the cities or the State being responsible to pay the costs, wouldn't it be better if the ski resorts and several businesses got together and purchased some property near the canyons (perhaps between the two) and form a tiny "village" of sorts that includes a booth where the ski resorts sell lift passes that also include buss fair to the resorts, coffee shops, restaurants, some sport stores that rent ski equipment and mountain bikes, etc., a hotel for out-of-town visitors, other related businesses and a large parking lot/facility with a bus stop. The spot would serve as a transportation hub and be an economic boon to the host city, if composed properly, and would be viable year round. Hiking, biking, and camping, rental equipment could be loaded on the busses by rental companies for their customers and be a great service. Those who come to town for more than a day would get package deal rates including their hotel stay in the valley and shuttle transportation to and from the resorts or trailheads each day. For all of the millions of dollars that come into the ski resorts every year, they should play an active role in providing shuttle service to and from their resorts rather than leaving it to the tax payers or hikers to foot the bill.</p> <p>With respect to the proposed land swap legislation, as it has been explained to me by members of the CWC, once the exchanges are made, the ski resorts will have full control over how the public lands they receive will be developed. With the Olympics coming up, you can bet that they will be developed to their full capacity including new (perhaps large) structures that do not now exist. Combined with any road expansions, very many more people will be brought into the canyons, but will this work against limits on carrying capacity? The more development that takes place now in the canyons, the more development will take place in the future. The CWC and UDOT websites have some very general maps that show what lands are being considered for swapping. I have also been told by members of the CWC that the maps are meant to generally show some of the possibilities but that the specific properties to be swapped have yet to be decided. I know that the ski resorts are anxious to acquire new land at their bases to meet their goals for expansion but I do not think it is in the best interest of the public. The private lands owned by the resorts do not seem all that developable to me and from what I know of those areas, and my experience in hiking in them, they may not be all that endangered in terms of the watershed. I also saw on the websites that the intention is to swap lands of equal dollar value. But the legislation includes clauses to allow for some of the newly acquired public lands by the resorts to be paid for in cash. It would seem to me that the push for the legislation ought to be tabled until a clear "carrying capacity" has been determined, the exact boundaries of swap lands have been determined and the public notified so that we can weigh-in on the subject with full knowledge of the details.</p> <p>With the preceding in mind, I believe the proposal to make fixes to the roads to make them safer (with guard rails, pull-outs, curve straightening, etc.), and provide better avalanche control as per UDOT recommendations is all well and good. Better parking at trailheads – YES, YES, YES! UDOT knows what it takes to make the roads safe and the Cottonwoods ought to be handled the same as for any other state road.</p>	Email
682	5/19/2019	Knoblock	John	I see that page 1-31 highlights the LCC back up issue under the section Avalanche-related Road Closures and Traffic Congestion. This is not an avalanche closure only issue. I recommend putting this under 1.4.3.1 Congestion.	Email
683	5/19/2019	Knoblock	John	<p>More comments p3</p> <p>1.4.2.3 Transit Routes - Transit is an important transportation option for winter recreation in Little Cottonwood Canyon.</p> <p>This lead-in sentence is slightly misleading considering the facts and data. Further down the section, you say that 7% of visitors to the canyon use bus transit. I believe that number includes both visitors and canyon employees, so the number of skier visitors is maybe only half that number- what's the data?</p> <p>A better lead-in sentence is- Due to many factors, only about 22% of the people going up LCC in the winter use some form of transit. Of this, only 7% use the UTA Ski Bus and excluding canyon employees, only 4% of visitors use the UTA Ski Bus.</p> <p>This is the Need section, right? So you want to give information backed with data about the problem. Part of the problem that we're trying to solve is that not many people ride the</p>	Email

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>bus and there are reasons why people do not use transit or "the bus". Later on in the recommendations you are going to be providing proposed actions and alternatives that solve only the problems identified in the Purpose and Need. So if you don't discuss the transit shortcomings nothing will get recommended to solve them. And then they do not get solved. I believe that you're supposed to be holistic, not just road specific.</p> <p>Some of the data that I'd expect is the time to arrive to Alta on the bus from Trax or 6200 S versus the time to drive. You can name causes of this and bus delay such as:</p> <ul style="list-style-type: none"> <li>time for people to get gear into and out of the ski racks,</li> <li>time for buses to stop at stops and to get into and out of the LCC park and ride and snowbird center, et. al.</li> </ul> <p>And also specify other factual reasons that people do not use transit such as:</p> <ul style="list-style-type: none"> <li>the fact that if you have to wait 20 minutes for a bus you could have just driven and gotten to your destination before the bus even arrives,</li> <li>the fact that out of the 43 person stated bus capacity that there is only seating for 23 people (and this is a guest services driven industry),</li> <li>the fact that buses have to wait in the same traffic as regular vehicle traffic,</li> <li>the fact that emergency restroom stops are not available when on a bus in congested traffic,</li> <li>the fact that on busy days there are insufficient parking spaces to take a bus and time is wasted looking for a spot that may not be there, et. al.</li> </ul> <p>I highlight this issue because there are some in the community that believe that 'buses are the answer'. I imagine those folks have not actually ridden the ski bus many times. Please include 'the math' in the EIS, such as what bus frequency is needed to get 80% of the people going up the canyon up in two hours if all bus passengers have seats. <math>8,000 \text{ people} \times 0.8 / 23 \text{ people seated per bus} = 278 \text{ buses}</math> To get 278 buses up the canyon in two hours they need to be spaced by 120 minutes / 278 buses = one bus every 25 seconds</p> <p>I see the 4,500 parking spots number. Where in the Purpose and Need is the peak and average 'people per day' and peak and average 'people per peak hour' LCC roadway data, both historic and future projected? That seems like an important piece of data.</p>	
684	5/19/2019	Wade	Ian	<p>Folks</p> <p>I'd be in favor of "all of the above" approaches to LCC traffic issues: -</p> <ul style="list-style-type: none"> <li>Widening to 3 lanes, with 1 reserved for busses or carpools on powder or other busy ski days and for Snowbird big events like Oktoberfest</li> <li>Avalanche sheds or other protection methods to reduce winter closures</li> <li>Making Wasatch 4-lane from BCC to LCC bus parking area</li> <li>Bigger parking areas at trailheads and backcountry ski departure areas</li> <li>No expansion of ski area parking</li> </ul> <p>Best Regards, Ian Wade</p>	Email
685	5/23/2019	Vukin	Matt	<p>I'm writing to offer comment on recent traffic congestion mitigation measures. I am concerned that they only toss the ball down the road for the same issues arising when our population multiplies again substantially over the next few decades. If we make more lanes, they will be filled as they are now when we have a bigger population. Thus, we need to take a more long sighted approach to sustainable growth/transportation in the canyons. Primarily I believe this involves potentially incentives for car pooling (fees for single occupancy cars) and mass transportation options within the canyon (buses which leave regularly during busy hours from parking garages in Cottonwood Heights). This would also reduce noise which is increasingly problematic in the canyon degrading the recreational experience as well.</p> <p>It also seems silly to add snow sheds which would only improve accessibility, if I read the figure right, for 56 hours a year (based on last year's canyon closures). This seems like a horrific opportunity to degrade the resource for minimal gain and convenience.</p> <p>Please take the long sighted view so we're not having the same issues 20 years from now when the third lane is full of cars from our unrestricted growth. That, ultimately, will preserve the recreation quality in the canyons and model sustainable solutions for other areas in the valley.</p> <p>Respectfully, Matt Vukin</p>	Email
686	5/23/2019	Kemp	Shane	<p>I am not sure if this is the right place to send comments. I couldn't spot it on the web-site if not....so here goes!</p> <p>I am a skier and hiker and biker. I use Little Cottonwood canyon year-round for those activities. I am a season pass holder at Alta and also back-country ski from the various trailheads about half my ski days. I've been here since 1992 and the traffic issues have definitely got worse over the years.</p> <p>I primarily use the canyon on weekend, except during the summer when I might ride my bike up on weekday evenings.</p> <p>My thoughts on the solutions being offered:</p> <p>I think we should focus on solutions that do not continue the trend of single occupancy vehicles/additional cars in the canyon! As someone that drives alone to Alta many times a winter and then gets stuck in the traffic ( often in both directions ) I can see that we simply can't fix the problem with wider roads and more parking. We need to find a way to get people OUT OF THEIR CARS and up and down the canyon on those busiest times.</p> <p>I often hitch hike because I find the current bus schedule and routes much too slow compared to driving or hitch-hiking. I also try to pick people up whenever I see them hitching. For buses to work, we need easy parking ( vs. the lot at the mouth that is often full on busy days ) and then FAST NON STOP bus service to the resorts. The public transportation options have to be nearly as fast and convenient as driving or people simply won't change their habits. The current route from Smiths at 9400S/2000E is good - but it absolutely can't have any stops from there to the resorts. There needs to be separate routes to Alta and Snowbird. ( it can double your drive if you have to go into Entry 2 and back out!! )</p> <p>Charging to drive up on the busiest days seems reasonable to me - something significant that really would discourage drivers, but again ONLY if a reasonable option is offered.</p> <p>Of course trains and trams and gondolas and tunnels all sound great, but I think you could run 20 times more buses for much less money and not have to build more in the canyons. Simply hoping people will ride the bus with the current system is a dream.</p> <p>Thanks for your consideration, Shane Kemp</p>	Email



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
687	5/30/2019	Reese	Rick	Hi John, In one of our earlier conversations, you mentioned the prospective purchase of the gravel company property on Wasatch Blvd and said the property might be a good place for a large parking facility and embarkation/demarcation location to board buses for Big and Little Cottonwood. Earlier I spoke with you about the possibility of boarding weekend buses at vacant high school parking lots and weekday buses at vacant church parking lots. The major advantage of utilizing high school and church lots is the convenience of riders loading and unloading in close proximity to where they live rather than having to commute from their homes to Wasatch Blvd in order to board buses. Add to that the significant air quality advantages of thousand of cars a week not driving to Wasatch Blvd, as well as the enormous cost of the proposed parking facility. In my experience with projects through the years, I've found it useful to begin with simplicity and gravitate to complexity only as necessary. Beginning with an enormous and very costly parking area on Wasatch seems to me premature if simpler solutions would do the job. We can always scale up if needed, but rarely down.	Email
688	6/5/2019	Bourke	Roger	The most serious impact of any transportation improvements up Little Cottonwood Canyon is the increase number of people in that ecological sensitive region. Any serious consideration of transportation into the canyon must consider the carrying capacity of the local environment to absorb those people in a sustainable manner. There is considerable evidence that Little Cottonwood Canyon is overused now. Signs of degradation are evident: More rogue trails are being cut, more trash is being spread, more human waste is being deposited, wildlife is thinning, noise is increasing, and more. Every single person who comes into Little Cottonwood Canyon contributes to its degradation. More people enabled by higher capacity transportation will only accelerate the current damage. Northern Utah has a precious resource in the Wasatch Range, a resource that can be severely and permanently damaged without positive steps to protect it. The fundamental step is to limit, not enable, visitation. Traditionally, Little Cottonwood Canyon has been primarily a winter sports site, but with population growth and a warming climate it is becoming more of a year-round haven for the local populace. Look around, learn from the experiences of others. National Parks such as Yosemite and Zion are so crowded that they are unpleasant to visit. Entertainment sites such as Lagoon or Disneyland are the same. One might conclude that these naturally beautiful places will eventually become ugly by their overuse so visitation will be self limiting. In the process, we will have lost another wonderful spot on this planet. Don't let that happen. Limit the damage and degradation by limiting the access; limit the access by constraining the capacity of the transportation routes. Constrain the transportation routes by any means available: odd/even licenses, tolls, metering, permits, drawings, whatever it takes. The greatest good for the greatest number does not mean that the greatest number are given access to the places where they cause the greatest harm. Start by understanding the carrying capacity of the destination; do start not with how to get there.	Email
689	6/6/2019	Paxton	Bob	The 2018-2019 was the busiest ski season I have ever seen at Alta and Snowbird. Near daily snowfall made snow removal difficult and avalanche risks were high. Therefore road congestion was higher than normal. Mike Maughan, the G.M. at Alta has identified problems leading to congestion and possible solutions. Alta has already initiated some his ideas, which are much more positive in nature than punitive. Please look to the people that manage the resorts for good solutions to problems. Allow business to do what they are best at, skiing and ideas that meet THEIR customers needs; and the government to build accordingly. I am not in favor of penalizing the single skier, as they are tax paying citizens of our state, and generally contribute more than tourists, to the total picture. And, as you consider with the resorts, how to move more people up the canyon, please remember that the slopes also get more congested when this issue is addressed. Therefore, if government and / or business and political groups are granted their desires of increased availability, then please assist the resorts in physical expansion to accommodate the people. Think of golf - only 4 at a time = safety and good experience. Thank you	Email
690	6/6/2019	Roberds	Ron	I live on Wasatch and can see No. L.C.C. Rd. and Wasatch from my windows. I go skiing 2 to 3 times a week, and have season passes for Solitude and Alta. My wife works at a resort in the winter. The only time I see traffic on No. L.C.C. is when the fresh powder is deep or there is avalanche control work. In a normal year it does not appear to be very often compared to total ski days. I try to arrive at the resort by 7:30 AM and there is no traffic problem unless there is avalanche control. I believe the construction of snow sheds would be a big help with traffic. It would help also, if the police would enforce snow tire and chain requirements on a regular basis. Usually, extremely slow traffic and accidents are caused by drivers who ignore the law. I was told by one of your reps at the open house that you are not involving the resorts. Why not? Maybe they want to limit the number of ticket sales each day, like Deer Valley or Powder Mountain. It could impact your solutions and lower costs. I think you can control parking with signs and the few parking lots you propose. Let the resorts handle the rest. I don't see a need for a parking shoulder the entire length of the canyon. Don't collect tolls for driving in the canyon. It is already very expensive for just a family of 4 - tickets, food, lockers, lessons, equipment, etc. The resorts do not have a place for people who want to bring their lunches. Again, no tolls please - it is just another way for politicians to spend other peoples money to make themselves look good. Personally, I like to take extra equipment in case conditions change during the day or something breaks. It is not easy using public transportation. A gondola up the canyon is an unsightly situation. This is not Disneyland. The parking areas for it would be unsightly also. The ones I have used at other resorts, even in other countries, are much shorter and different situations. Same goes for rail systems. Wasatch Blvd. is a unique situation. It will probably be at maximum capacity when Giverny is done and that is without skier/boarder traffic. You need to get a lot of everyday work and construction traffic off of it. Ideally, UDOT and cities should have been buying right of way to extend Highland Drive south into Draper to provide an alternate north-south route. I know that means buying homes is necessary. Installing more traffic signals and roundabouts and lowering the speed limit on Wasatch would force a lot of traffic to use other streets. Adding a lane will not help improve traffic on big snow days unless you add it all the way to the top. The police will not enforce the existing speed limits although many of us who front on Wasatch have asked them to do so for many years. Also, high density housing projects should not be allowed along the route in order to reduce air and noise pollution and traffic congestion, but the politicians have not voted that way because too many have an interest in the construction industry. Thank you for the consideration.	Email
691	6/11/2019	Maynard	Kyle	EIS Team, Please see the attached comment submitted on behalf of Friends of Alta. If there are any issues with viewing this document, please contact me. I appreciate all your work and look forward to talking further with you on this matter. Thanks,	Email
724		Maughan	Michael	More vehicles trying to get up or go down at the same time than the capacity of the road. Road closures for avalanche control work and delays in getting the road open (primarily early mornings with some midday closures). At times, lack of snow removal equipment (plows) in the canyon. A bus system that is inconvenient, near capacity, takes too long and is generally not a pleasant experience. Too many single occupancy vehicles in the canyon. While we can't control Mother Nature, all of the contributors to traffic congestion listed above can be addressed--given time and money. My concern is that we tackle them in the	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>right order.</p> <p>Suggestions for reducing traffic congestion in the canyon in the short term are prioritized as follows:</p> <p>Continue to encourage carpooling. To incentive carpooling, Alta dedicated 25% of the Wildcat parking lot to carpool parking this season.</p> <p>Require all vehicles under a certain weight (passenger cars and pickups) to be 4X4's with snow tires from November 1 to April 30. Increase the fine for violators, including car rental companies. Currently, 4x4 and chains are only required when the road is snow-packed. Too often the road is dry or wet in the morning but snow packed and very slippery later in the day.</p> <p>Use the shoulder or add a third lane at least to gate B to stack vehicles when the road is delayed for avalanche control work. This would allow the traffic lanes to stay open for up and downhill traffic and allows traffic flow in the neighborhoods near the mouth of the canyon. Shoulders on the main arteries coming to canyon could also be used to stack vehicles on mornings when the canyon is delayed to keep traffic flowing in those neighborhoods.</p> <p>Create an additional downhill lane through Snowbird with a barrier that prevents Snowbird roadside parking from U turning into downhill Alta traffic and Snowbird exits from merging with Alta traffic until below Entry 1. On heavy traffic days, the commute from Alta is often one hour longer than from Snowbird and most of Snowbird's lots are empty before Alta's traffic moves.</p> <p>Add another snowplow to the fleet for snow removal in Little Cottonwood Canyon. Particularly on snowy days, another plow would enable the road to stay in better shape and keep the traffic moving.</p> <p>Michael Maughan President &amp; General Manager</p>	
727	06-11-2019	Knoblock	John	<p>Comments on the Alternatives Development Process and Screening Methodology Report-</p> <p>The purpose of this report is to describe the alternatives-development and screening process that will be used for the Little Cottonwood Canyon Environmental Impact Statement (EIS).</p> <p>So if the purpose is to describe the process, I'm confused as to why you have detailed information about the Purpose and Need that is duplicative of the information in the Purpose and Need document??? I recommend sticking to the process description. I believe that you're missing the mark on the 'urban' section purpose description- the very serious need with respect to the relationship to LCC is the traffic backups caused by skier traffic in the winter. This needs to be articulated and addressed. The two items are inseparable. Then in the rural section, you only focus on delays from avalanche control. That also misses the mark as even when the road is not or has not been closed for avalanche control work the traffic up the canyon is very slow. When it is snowing out, traffic can be very very slow and snow on the road makes it so that in practice, only one lane of the road is used even in the areas where two lanes are marked on the pavement. This is true going up in the morning or down in the evening- it's just too dangerous to have two lanes of moving traffic when it is slippery and visibility is impaired. Thus, any thoughts of solving traffic problems by adding an additional traffic lane are ill-conceived. Only a gondola system will reliably move in whiteout conditions. And then the issue with the urban Wasatch Blvd section is how to get people from/to various locations to the gondola without having more cars on Wasatch Blvd- such as a shuttle bus system that can come from a variety of smaller lots around the valley to go to/from the gondola.</p>	Email
728	5/7/2019	Walker	Leann	<p>Unable to attend the open house and would like to comment on the EIS with concerns about Wasatch Boulevard and also general comments on the EIS.</p> <ol style="list-style-type: none"> <li>1. Loves home, neighborhood/neighbors and made significant investment to accommodate disability. Concerned that Wasatch Boulevard improvements will cause her to lose her home, like residents on Kings Hill Drive.</li> <li>2. Safety and environmental issues with Cottonwood Heights not enforcing idling or blocking of intersections.</li> <li>3. Would like to see parking facilities added but no additional lanes on Wasatch.</li> <li>4. Need improved avalanche mitigation</li> <li>5. Decrease speed limit on Wasatch Boulevard</li> <li>6. Develop communications app that would give updates on give traffic conditions and travel time. Access to canyon granted on a first-come, first-served through the app</li> <li>7. Need to define canyon visitor capacity and experience</li> <li>8. Security at parking locations</li> </ol>	Phone Comment
843	5/15/2019	Williams	Tucker	<p>Please make access harder to Little Cottonwood. The skiing can wait, the crowds can wait, the road can deteriorate. Its a watershed, we need to preserve it, not make it more accessible. Limit the number of cars, cut down the number of parking spaces. If you need to go to Alta or the Bird take a bus. Park far away... Like park and rides from downtown. Please make it harder to access the canyons, not increase capacity to a box canyon... its just a no win scenario.</p>	Website
844	5/15/2019	Rush	Douglas	<p>In addition to greatly expanded bus service and park &amp; ride parking, there needs to be a significant fine of \$1000 minimum to any idiot who causes an accident in BCC or LCC.</p>	Website
845	5/15/2019	Ostrowski	John	<p>My recommendation is to make the buses free &amp; frequent. However to encourage ridership, they will need some priority up the canyon (since if I'm going to be stuck in 2hrs of traffic, I'd rather be in my own car &amp; not on the bus). I think this can work well if you put an add'l bus/hov lane in LCC. This will give the bus the 'priority' for a faster trip up/down. HOV needs to be 3 or more. If you cannot do add'l lane, I think there should be a Fee charged for all vehicles w/under 3 riders. Of course this only needs to be F/S/Su during season. Please do something fast, for this upcoming ski season - both LCC &amp; now BCC w/Ikon are extremely painful on weekends. I think you should just start by implementing a fee up the canyon for the less than 3. I realize something might need to be done to accommodate more parking at the base. But I'm sure many people would just pay the fee (I suggest \$20 or \$25 per vehicle). This way, something gets implemented - rather than another study, please don't do another study - and you are raising revenues to support whatever the longer term solution is.</p> <p>John</p>	Website
846	5/15/2019	Antacle	Denise	<p>I believe that the underutilized high school, middle school, and even elementary parking lots could be used for parking. On the weekends people could find the nearest school, and ideally wait no more than 15 minutes for a bus to pick them up. Why aren't the school lots being used now? Along with using the parking lots that already exist, tolling would be an important key to making this work. I believe not only should the rate be controlled by demand, but it should be controlled by how many people are in the car. Let's say on a high demand, powder day the rate could start at \$30 if there was one person driving and no passengers. For every passenger subtract \$5. In the best scenario it would be free to ride the bus for everyone, and every car, would pay. This would definitely change behavior.</p> <p>I believe the civil engineering students at the University of Utah published a similar solution a couple of years ago.</p> <p>One more thing, I think a few key intersections could be changed to roundabouts, the intersection at the mouth of Little Cottonwood where 9400 S. meets the canyon near the Little Cottonwood Park and Ride.</p> <p>Please do not widen rides, add lanes, or increase parking storage at the resorts. This will only encourage more to drive their cars!</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
847	5/16/2019	Champneys	Fred	Make Little Cottonwood Canyon a tee area for vehicles with an entrance fee high enough to incent drivers to use public transportation. Exceptions for pubic transit, commercial buses, school buses, motorcycles, canyon residents, government vehicles, and other users displaying an annual fee based permit attached to the exterior of their vehicle. The latter would accommodate resort owners/operators and their authorized employees to access the canyon without interruption. The fee for all others should be high enough (perhaps around \$25) to encourage the use of public transit. Adequate "no fee" public parking areas would need to be constructed along public transit ski routes in the valley. Public transportation should increase frequency to 15 minute headway's during off-peak times and seven minute headways during peak hours.	Website
848	5/16/2019	Leta	David	The traffic problems alone Wasatch Blvd. and BCC and LCC generally are only on the weekends during the peak wintertime ski season. The solution needs to utilize frequent, electric shuttle busses, restrict passenger vehicle access to residents staying at the resorts and resort staff, and disburse vehicle parking to multiple locations around Salt Lake County, with shuttle bus access to those multiple locations, to more fully utilize existing parking and avoid building more parking facilities. These limitations could be modified during the Summer and during non-peak times.	Website
849	5/16/2019	Gavin	Greg	I would like to see more bus stops along the canyon. Such as at Gate A (aka The Gate Buttress), Tanners Flat, and at White Pine Trailheads.	Website
850	5/16/2019	Hall	Jennifer	I would suggest a parking lot oat the bases of BCC and LCC with buses that run more frequently during high traffic times like 0700-1000. This will not work if the buses fill up and people are stuck waiting for an hr. If people could park and count on getting on a bus, more people like me would use the buses but the buses that serve the canyons can be late or full. In addition, if you are working for one of the resorts, catching a bus at 0815 is too high a risk of not making it. I don't think this is that complicated of an ordeal to resolve if the funds and resources were applied effectively.	Website
851	5/16/2019	Gessel	Mark	Parking is a major driver and any changes must move car parking away from the mouth of the canyon. Residents cannot leave their homes on snow days because they can not return because of cars leaving ning the roads. Parking lots and structures need to end located on 4 lane roads (9400 S and 2000 E.) not at t of canyon. I support the idea of a long merge lane for about a mile up the canyon.,but any of these small changes will not work long term without solving the parking issues.	Website
853	5/16/2019	Nichols	Kirk	Three structural changes are needed within the NEPA, EIS for Little Cottonwood and Big Cottonwood Canyons: 1. A reconsidered purpose statement, 2. Connecting a visitor use study of acceptable environmental changes to the entire central Wasatch, and 3rd. a formal discussion of whether it is wise to separate the cumulative effects in Little Cottonwood Canyon and Big Cottonwood Canyons into two Environmental Impact Statements, essentially disconnecting one set of issues into two phases, a Little Cottonwood phase and a Big Cottonwood phase. 1. The purpose of the LLC-EIS is to increase the speed and the numbers of visitors to recreate on the national forest. U-DOT mistakes the objective of safety as the purpose of the LCC-EIS, instead, safety is the objective driven by the purpose of putting more visitors at higher rates of speed onto the federal land to recreate. If safety were the purpose, that is easy, close the canyon – everyone is safe. Once the purpose (delivering people to recreate on the federal land) is understood, then it becomes clear that the LCC-EIS must study both the highway issues (toward which U_DOT is trained) and the environmental and social issues of the increase in visitors and their effects to the federal land. A visitor use study is required for an adequate NEPA conforming LCC-EIS; the effects of visitors on the federal land and the structural changes to the highway cannot be separated into different EISs, these issues are connected. The purpose of a visitor use study is to find an acceptable level of use, balancing recreation enjoyment with environmental impacts. Once the primary purpose of the LCC-EIS, that of putting more visitors on the national forest land, is understood, then the consequences of that action becomes primary to the LCC-EIS. Visitor impacts to the public land, air, and water must be studied in the LCC-EIS and the CC-TAP, which appears intended to be to the foundation of the future BCC-EIS. 2. NEPA and Connected: Connecting the LCC highway study and the visitor use study: The standards for connected issues within NEPA were developed in the court case Thomas v Peterson (February 11, 1985), where the Forest Service claimed that the EA "for the proposed new road did not need to consider the purpose of that road, which was to provide access to several future timber sales. The court's opinion was that is "irrational" for the Forest Service to separate the purpose of the road (timber sales) from the building of the road. The court's opinion stated that for the Forest Service to move forward it must combine the roads and the timber sales into one EIS. NEPA requires the simultaneous study of connected and cumulative actions and impacts. The LCC-EIS is studying actions for faster and higher volume transport to the ski resorts on federal land in the winter and improved and expanded parking and trail heads for both summer and winter use -- making clear that the purpose of the traffic improvements is to rapidly move people to the federal land to recreate which always causes impacts to the federal land. In our case, U-DOT may be the lead agency on this LCC-EIS, however, they must still use the same state legislature's allotted money to study the impacts of visitors on the federal land. The visitor impacts study is not a separate action to be taken on by only the Forest Service, instead the visitor use study is connected and, in fact, the primary purpose for the U-DOT led, LCC-EIS. The urgency of the visitor study will be accelerated when the latent demand for recreation in the Central Wasatch is studied and understood. If U-DOT is successful at increasing the speed and volume of delivering visitors to the national forest, then not only the people currently willing to wait in three hour traffic jams continue coming to the canyon, so too will all the people who are currently unwilling to wait in the traffic jams. This is not an issue that is 50 years out, a visitor use study is needed now to understand the latent demand that is already in the wings, ready to overwhelm any new improvements to speed and volume of the canyon roads that UDOT may develop. Understanding the impacts of visitor use allows for hardening some of the most popular recreation sites to reduce the impacts of this increase in recreation. Additionally, the possibility of limiting the number of visitors to these canyons is just as real as the limits placed on the number of visitors to recreate on many of the federally managed rivers in this country. 3. NEPA and CUMULATIVE: Is it wise and rational to isolate Little Cottonwood from Big Cottonwood Canyon for separate Environmental Impact Studies? Quoting from Judge Sneed of the Ninth Circuit Court of Appeals in the case of Trout Unlimited v. Morton (December 23, 1975) addressing the standard for dividing a project into independent phases each with independent EISs: "The dependency is such that it would be irrational, or at least unwise, to undertake the first phase if subsequent phases were not also undertaken." Otherwise, the two phases should be studied as one.  For this instance in Little Cottonwood Canyon and Big Cottonwood Canyon: Since any changes to the delivery of recreationist in one canyon immediately alters the delivery of these same recreationist in the other canyon, it is difficult to say that it is rational or wise to divide the two Cottonwood Canyons into two EISs.  thank-you, Kirk Nichols	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
854	5/17/2019	Summers	Steve	You have to make mass transit so desirable that the canyon driver will want to leave their cars at home or the parking lot. This plan would include more and better placed parking, much better frequency of buses, free passage with passes, low fares, and more stops ( or dedicated busses ) to back country trail heads. Summer time UTA bus routes up LCC would help with traffic and summers time parking.	Website
855	5/17/2019	Blanc	Francisca	I'm an avid hiker and I enjoy the Little Cottonwood Canyon only in the warm months of the year. I submit these comments from the personal perspective, as I don't have a scientific background related to environmental issues. I've been very concerned for years about all the car traffic going in and out of the canyon. I understand there is another study looking into this issue, but I would like to emphasize the need for adequate and affordable public transportation into this canyon (electric buses). Another issue is reckless driving and speeding. I'm in favor of tolling, like Millcreek Canyon's but more technologically advanced than having a person at the exit gate. Most of the people who enjoy the trails stay within one mile of the trailhead and several of them go off the trail within that area. This is what I've seen. I think public education and outreach through various public relations methods is crucial. People need to understand best practices while in the canyons; not engaging with the wild life; additionally, car sharing needs to be emphasized.	Website
856	5/17/2019	Woller	Scott	I suggest a parking structure nestled in the base of LCC with a high speed high capacity gondola that could shuttle > 2000 ppl per hour up with a stop at Snowbird another at ALTA then with an option for an extension over to Brighton. All that use LCC would preferentially park at base and ride up for routine resort use in winter.	Website
857	5/17/2019	Tvorik	Colleen	As home owners on Wasatch Blvd and skiers that use both Little and Big Cottonwood. We appreciate the discussion. While I also appreciate the ideas of additional traffic lanes and parking - I feel those are short sighted solutions. The one solution that would really make this canyon enjoyable again would be mass transit. I am frustrated to see that Ft. Union is once again being re-done without a trax line up to the mouth of Big Cottonwood. As far as little Cottonwood goes - Mass transit to the mouth of the Canyon as well as up the Canyon would make the most sense long term. We can put a Gondola from Park City to the Cottonwoods but not up Little Cottonwood? Also - Trax has well known limitations of anyone living on the eastern bench. It's time to bring trax up to the Canyons. Thanks, Colleen	Website
858	5/17/2019	Read	Deborah	If a third lane is proposed, it should be used for mass transit. Light rail in the future. Also third lane on Wasatch Blvd. that is switched back and forth for traffic flows. A BCC/LCC pass to provide money for improvements. Keep mass transit throughout seasons. Keep bicycle and foot lanes open in canyons, also a trail up both canyons like the great Bonneville shoreline trail to ease congestion. Use USFS, UDOT, Private and volunteers along with pass money. Thank you.	Website
859	5/17/2019	Tonetti	Brian	Do not improve/expand capacity of LCC road without improving bicycling facilities, including protected/buffered bike lanes and/or off-street (paved or gravel) recreation trails, and future expansion of transit into LCC, including a light rail (priority) or bus-rapid transit.	Website
860	5/17/2019	Laurenzo	Adam	As a local resident and an almost daily user of our lovely canyons, I (like you) have been increasingly saddened and frustrated with the amount of impact our beloved little slice of nature is enduring. In moving forward with a new plan, I would like to prioritize minimizing impact on our environment, and restricting any further development- especially that which is centered around personal vehicles or increasing resort infrastructure. I implore you to consider options that limit and decrease the number of cars we allow into our canyons each day. I do not support any road expansions intended to allow a larger volume of traffic. I understand that some development is necessary, but believe it near-sighted to think that simply expanding roads will fix our long-term problems. These are not caused by a dearth of road, but rather a surplus of personal cars. Any viable long-term plan needs to include provisions for limiting these. Instead, I would like to see a light rail or mono rail that stops at each backcountry trailhead as well as ski resorts. The remainder of the road should be used for official vehicles and human-powered traffic only. I support heavy tolling to keep cars with only 1-2 passengers out of the canyons. I support heavy tolling to keep ANY cars out of the canyons IF we provide a reasonable public transit option (one that also gets people to trailheads, not just resorts). With this in mind; however, I'd like to voice a fear regarding tolls- that any amount of tolling will only change the Socioeconomic makeup of canyon visitors, rather than the total number. People who shell out thousands of dollars per year on resort access will not think twice about an additional fee to drive unnecessary cars up the roads. Thank you for your consideration. Adam Laurenzo	Website
861	5/17/2019	Pugsley	Stan	Thank you for your work. I am in favor of all of the above! Whatever you can do to help us continue to enjoy the canyon as the population increases.	Website
862	5/17/2019	Anderson	Kelli	A THORD LANE WILL NOT SOLVE ANY PROBLEMS! There will still be traffic! Especially if the canyon was closed then reopened. There will still be traffic because people will have been waiting for the canyon to reopen. Don't destroy the canyon with a third lane that won't solve the problem!	Website
863	5/17/2019	Pauline	Jeff	The ideas are good. A three lane road with directional flow for up canyon in the morning with down canyon in the afternoon would be great. What is being done to address the IKON pass sales directly influencing the traffic?	Website
864	5/17/2019	Zayach	Jamie	I think the idea of a third lane is a really crazy idea and the environmental impacts will be overwhelming to the Canyon, that is not an option that I would think you would want to consider. In my opinion, there needs to be some type of shuttle system that operates virtually 24 hours a day so that people can get up into the canyon and out of the canyon with alternate fuel powered vehicles acting as shuttles to bring individuals to their destinations, another option would be a monorail type system, or a tram from the base of the parking lots at the park and ride on Highland Drive and 9400, and at the mouth of big Cottonwood, another option would be some type of underground train, but I realize that we're talking tens of years for something like that	Website
865	5/17/2019	Perrell	Dominique	This is easy and see who use the canyon know the best solution is.... The parking lot at the base of each canyon needs a PARKING GARAGE AND DEDICATED LOOPING BUSES FOR EACH CANYON. Like many outdoor people and especially in the winter, I am the only one in my car. I usually ski alone and often for a few hours. I have experimented with waiting for the bus. It generally takes 45 minutes to get to Snowbird and a bit longer to Alta from the parking lot at the canyon entrance. This is stupidly long and is the reason we mountain folks do not take the bus. It is only 6 miles, but the buses are not dedicated the canyon and drive back into the city. Stupid, Stupid, Stupid! Further, this winter Unified Police were not checking for 4WD, or AWD, or snow tires on many snow days and inevitably cars that did not have such would cause delays for the rest. Dedicate a couple buses for each canyon and it will not take the 45 minute wait and you just might get a bunch more people willing to wait for the bus.	Website
866	5/17/2019	O'Meara III	Thomas	Increase the number of parking spaces at the mouth of the canyons. Create a graduated toll system to discourage driving up the canyon. Start to truly and daily ban vehicles from entering the canyons without the proper equipment.	Website
867	5/18/2019	Schmidt Kathyschmidt Slc	Kathleen	I live in Cottonwood Heights , please do not widen roads up the Canyon. Parking should be off site at the end of Highland Drive which is already a primarily commercial street. Peak times should have more and more high tech buses to carry skiers with their gear. Let's keep the Mountains! We don't want or need a mega ski resort!!! That ONLY benefits a few developers, and then taxes the entire community- and adds air pollution and congestion. Too high a price.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
868	5/18/2019	Doane	Jed	I favor adding a third lane ONLY if it is used exclusively for transit. There are far too many single-occupant vehicles occupying LCC parking lots, and transit (possibly carpooling) should be rewarded. I believe snow sheds would be a welcome addition, especially with the risks posed to backcountry skiers by current explosive mechanisms.	Website
869	5/19/2019	Bradley	Tyson	As owner and manager of Utah Mountain Adventures, I have a vested interest in the future of transportation, recreation and environment in the Central Wasatch. I was part of the Mountain Accord Process and I've attended meetings of the CWC and spoken at these. The transportation solution is my # 1 concern in the short run. 1. I believe we must add/establish a 3rd, managed, lane in LCC. It should be for buses, and carpools only. It should be uphill in the morning and downhill in the pm. 2. Parking permits and fees should be implemented to discourage private vehicles. Incentives for carpools and using buses must continue to be enhanced. 3. Bus frequency and user-friendliness of routes should be enhanced. In particular, it should be possible to catch buses at BCC base that go to Alta, both in the morning, between 6-9 am and between 4-6 pm. On Dec. 26-31; Weekend days in Jan & Feb; MLK and Presidents Day Weekends, we need more bus capacity. 4. More parking should be established near the base of BCC and along 9400 south leading up to LCC. For example, there seems to be potential for parking all along Ft. Union Blvd west of the Porcupine on the north side of the road. And there are acres of parking lots near the corner of 9400 South and Highland. Can these spaces be utilized for skiers on weekends and holidays? Above all, we must act. Transportation and parking in LCC and BCC is a real problem, and the advent of multi-ski resort passes (Epic Pass, etc.) continues to exacerbate this issue. Thanks, Tyson	Website
870	5/19/2019	Mikell	Jeffrey	I live in Cottonwood Heights just off Wasatch Blvd immediately within the EIS Area. I have read all the comments submitted by "Little Cottonwood Residents Group" and agree 100% with any/all comments/suggestions they have made. Where this group has made comments and does make comments, please add/consider my name be added to that groups comment.	Website
871	5/19/2019	Mletschnig	John	We do not need bigger roads, we need fewer cars! More busses need to run , running express routes and they need to depart from parking garages as currently parking is maxed out. The ski areas are creating the traffic mess so they should pay for most of it. Busses should be free to encourage use. A gondola up lcc is a somewhat easy idea in addition	Website
872	5/19/2019	Smithson	Tyler	Parking garages Bus rapid transit Avalanche Tunnels Ski Lockers @ Resorts \$20 for 1 Driver \$10 for 2 people/car \$5 for 3 people/car Get \$5 for 4 people/car. Money collected goes to improvements Carpool Parking Areas No right on red off Wasatch Boulevard.	Website
873	5/19/2019	DiBella	Ed	apologies if this already underway or obvious reasons not to do it - way too many docs! Anyways seems obvious first step is to flip charging for bus vs. cars. Make the bus free and the cars pay. I was told today ski bus is \$10, and cars are free. Are you kidding??	Website
874	06-12-2019	Knoblock	John	Comment on the WFRM Third Lane concept in LCC- I believe the concept of a third lane up the canyon is a fool's errand. Besides being expensive and environmentally questionable, the time when traffic is worst is during snow storms. This is regardless of whether or not the canyon is or was closed to avalanche control and whether you are going up or down canyon. When the road is snow covered and slippery and the visibility may be impaired, the sections where there is a third lane (passing lane) is seldom used due to safety concerns. When someone does use the passing lane during bad weather, it creates a dangerous situation and causes other drivers fear and consternation as to why someone would do such a thoughtless dangerous move. So to summarize, traffic is worst when weather is bad and the road is snow covered. And that is exactly the time when a third traffic lane is ineffective. A gondola solution would be a similar cost and be operational regardless of most weather conditions.	Email
875	5/21/2019	Squire	Susan	i do not believe adding a third lane will improve traffic/weather problems in LLC. The problem is that weather should prevent the road from opening in the first place. Having more cars up there is not a solution. As a ski area resort employee for the past 17 years, this year was the worst for bad traffic situations by far. The road should be closed more often during dangerous weather events. we should not be on the road during extremely dangerous conditions. There should be parking areas lower down canyon, and better bus transportation. 4 wheel drive buses with bathrooms would help. There should also be areas where stranded motorists are allowed to wait, than on the road wondering what is going on. the town of Alta is not equipped to handle stranded motorists.	Website
876	5/21/2019	Hahnenberger	William	Don't let the problems in Little Cottonwood Canyon effect actions in Big Cottonwood Canyon. Don't let the Mormon Bullies in the legislature put in an unnecessary and unfair toll.	Website
877	5/21/2019	McGregor	Martin	Probably repetitious but here it is anyway. The most pressing issue increased visitation. A decision on capacity might have to be made. Next is where to park and how to access the area. Parking areas near the mouth of the canyon should be acquired. If enough people get on the bus, there will be less need for the expanded parking areas up the canyon. The new housing development proposed north of Little Cot Road should have been zoned as parking. A shuttle bus system should be pursued. For the avalanche issue, can the gas cannon system be expanded? For the Was. Blvd., it should be enlarged if possible in order to get people to the parking.	Website
878	5/22/2019	Nicholson	Paul	Traffic in LCC has become such a huge impact that affects all users experience from tourists to locals. We MUST reduce traffic if we want to preserve a positive skiing experience for users. I believe the best solution is to make LCC bus only from 6am to 12pm (for example) from November through April. Parking at the base of the canyon would obviously need to be increased in this situation. Thank you. Paul Nicholson, Salt Lake City resident, Utah native, avid skier, father of further Utah skiers.	Website
879	5/22/2019	Pelletier	Brett	All the improvements mentioned in the video look great. A couple ideas would be to make the road 3 lanes and have the lane shift according to traffic. Two lanes in the am on the up. Two lanes in the pm on the down. Also having a multi level parking garage at the base of the canyon so people will park and ride bus. There are not nearly enough parking spaces at the mouth of the canyon. For someone like me who lives on Wasatch driving to the current park and ride is out of my way in the wrong direction.	Website
880	5/22/2019	Thompson	Sally	Utah is not the only place that has traffic and problems with getting to the ski areas. Look at other large resorts and see their solutions. We lack an appropriate amount of parking for those of us who would like to use the buses. Solution build a large carpool station in Sandy and one on the northern entrance (cottonwoods/Millcreek) and/or dwtntown where	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				tourists stay. Problem 2: Buses get stuck in the same traffics that every car is in making it less a less efficient way to travel and less convenient (no one wants to wait in a packed bus when they can get there in the same amount of time in a car). Solution: open the toad to buses only for certain amounts of time. Other ideas I have seen other resorts use (squaw, Jackson hole, Whistler) onlyvallow cars with 3 or more people park on the hill (that should include tourists). If you don't have 3+ you take the bus. Other resorts slow have time periods where they only allow uphill traffic (morning) on all lanes and downhill traffic (end of day) . This really helps keep the flow moving. Also, more sanding and plows please!!! People are taking inappropriate vehicles up the canyon, sliding off the road and causing major delays. Out of all of these suggestions I think the parking areas and more buses would be the best solution... tolls will stop no one. Everyone who skis in UT has money as you can tell with the average day lift ticket prices... a \$5-10 toll is nothing.	
881	5/22/2019	Curtis	Cabot	Need to build aesthetic parking garage and bus stop at bottom of LCC. From the this have a 8 passenger gondola the has stops at snowbird Alta and final stop at Tein Lakes Pass with a day lodge. With a few additional trails this would allow access to all 4 resorts and many backcountry areas. Gondola pays for itself through riders fares.	Website
882	5/22/2019	Preuit	Rachel	I think the ideas in place are good. Having lived in other ski towns, I think there needs to be more motivation here for people to not drive up and especially not drive up alone. The number of times I've gone skiing before work and then pass a huge line of cars with only the driver in the car is ridiculous. I think the resorts should charge people for parking if there aren't 3 or more people in a car. Parking and rides need to be expanded or changed into a parking decks potentially. A third bus lane going up the canyon would be great because currently the buses are also sitting in traffic with everyone else. Perhaps resorts could offer a discounted pass to those using public transportation - or an additional fee for those wanting parking privileges.	Website
883	5/22/2019	Richards	David	Snow sheds and avalanche mitigation in Little Cottonwood Canyon must be the priority. Sheds will reduce time for morning mitigation as well as reduce frequency of afternoon shooting. Both of these result in better traffic flow and less back up around the mouth of Little Cottonwood Canyon. Further, studies leading back to 1972 show that sheds in the Whitepine paths radically reduce the avalanche hazard index for Little Cottonwood Canyon (by as much as 23%) thus increasing motorist safety. As a resident home owner of the Town of Alta I encourage you to address immediate issues with solutions that have been identified time and time again. This means that we don't need another wasted study and instead should address the road we have, not the unrealistic dreams of policy makers and special interest groups that don't fully understand the situation.	Website
884	5/22/2019	Dankmyer	Taylor	As a resident of Salt Lake County in SLC, Utah, I constantly visit Big and Little Cottonwood. The car traffic has certainly become a nuisance for everyone (wildlife, the public, residents, etc.). The goal, however, should not be building more parking lots, Gondolas, trams, or rail. These are very invasive to the communities (both human and wildlife), ruin the beautiful views we have in the canyons, and dont actually solve the problem - lots of people visiting the canyons at peak times. I think peak tolling, or, better yet, a dedicated bus lane or times for buses and residents only, would go a long way. Part of the reason that I don't take the bus up the canyon roads is because the bus sits in the same traffic as every other car in the canyon. I would be much more willing to ride the bus if: - More bus times that are more frequent up and down the canyon road - Dedicated exterior sections for ski and snowboard gear in the winter months, allowing for more space in the bus - Dedicated interior storage space (more like a Greyhound than a public transit bus) - Dedicated bus lanes or bus traffic times at peak times, where the only transit allowed is bus traffic or authorized personnel/residents of the canyon/resort staff. The dedicated lanes would allow for normal traffic to continue at non-peak times (which is honestly most of the day) and highly incentivize bus traffic. We just need to make it more comfortable, accessible, and faster. These dedicated lanes may require some construction or traffic control, but that seems much better than rails or trams and other things that really could destroy the magic of BCC and LCC. Also, buses are better than rails or trams. They cost way less, they use existing infrastructure (roads). Plus, the roads will always be needed for maintenance, resort staff, residents in the canyon, etc., Let's use what we have already vs. coming up with other crazy plans.	Website
885	5/22/2019	Weigel	Sally	As an avid hiker and environmentalist, please I oppose additional transportation options such as gondolas and trains up LCC or BCC. I believe we need to protect the area's beauty, wildlife, and watersheds, rather than our ski resorts. With more visitors coming to the area but only limited transportation options, I think we should be developing bussing solutions to accommodate the crowds in a low impact way. Gondolas and ski interconnects would be very sad to me as a hiker who goes to the mountains for its solitude and natural beauty.	Website
887	5/22/2019	Byrne	Jim	Please add bike lanes for the entire Canyon, add fee station for cars under 4 occupants, and include bus shuttle like Zion Canyon NPS.	Website
888	5/22/2019	Rich	Keaton	I would like to see a parking solution at the bottom of the canyon. So the cars didn't have to drive up there. This would make it better for cyclists that wanted to ride as well as keep the air clean in the canyon and reduce the parking Fiasco at the ski resorts. Buses would have to run more often or there would have to be a train installed or some other solution. A toll booth with incredibly steep prices could also be used for those reluctant to take public transportation.	Website
889	5/22/2019	Hermon	Joe	Maintain the road, add more parking at the mouth of the canyon, and build a tram to transport people up the canyon.	Website
890	5/23/2019	O'Shura	Austin	Rental companies need to be responsible to equip ski vacationers with awd/4x4 vehicles WITH snow tires. Fines enforced Residence of Utah should be required to get a Winter Canyon inspection sticker that makes sure their vehicle is equipped for hazardous winter driving (snow tires! no excuses). If a guard shack were to ever be installed this Winter Canyon inspection sticker would allow these vehicles through (no cost because there should be a fee for the winter inspection). Non residents should be required to pay \$5 entry and have snow tires. If you charge residents you will lose a lot of support to people that already contribute tax money. Changing traffic light patterns of surrounding canyon areas for anticipated high volume days (holidays and any time it snows) All vehicles going up and down canyon when there is snow should be required to have snow tires. No ifs, ans, or buts. This needs to be zero tolerance, I've felt endangered by other motorist on the road that were not in the proper vehicle or properly equipped for the weather. Ticket cars parked in the Snowbird and Alta parking lots without snow tires. Build a real parking lot/garage that can accommodate more than 100 cars. Aim for 500. With social media the ski industry is at an all time high and we live in one of the biggest ski meccas of the west. I've lived here for 10 years now and have seen traffic build year after year. Real improvements and legislation needs to be put into place. It all starts with properly equipped vehicles!! Constant flow = less traffic	Website
891	5/23/2019	Vansteenkiste	Brian	The only solution to the LCC traffic issue is banning public vehicle traffic. People have proven incapable of handling the privilege of using that road. We need light rail and emergency/support vehicle access. Leave one lane and use the existing grade for a light rail capable of carrying conex containers.	Website
892	5/23/2019	Burns	Nick	Planning for the future of Little Cottonwood Canyon transportation, Utah and everyone must move away from SOV. A feasible plan that focuses on buses, or other mass-transit options, is what's needed, what's required. thank you-	Website
893	5/23/2019	Monney	Taylor	Single occupancy vehicles are the foremost threat to both user experience and the ecology of the cottonwood canyons. UDOT's plan aims to accommodate more single occupancy vehicles, however, to alleviate environmental concerns, fewer single occupancy vehicles should be entering the cottonwoods. An improved, reliable and year round public transit system is the answer to the traffic problems in the cottonwoods, NOT accommodations for more vehicles. With regard to the fragile ecosystems of the canyon, which are imperiled by more vehicle use, I urge UDOT to reconsider it's plan and instead pursue public transit solutions.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
894	5/23/2019	Dame	Brittany	Public transportation should be at the forefront of this plan. This plan should be more focused on a comprehensive, year-long public transportation plan.	Website
895	5/23/2019	Lodmell	Ashley	Reducing the amount of cars that drive up the canyons on busy weekends with only one person is very important. Having tolling or a booth at the bottom of the canyon for payment for single use drivers would be a way to encourage car pooling/using public transportation instead of driving by yourself up the canyon. National Parks and other places have these fees that it should be relatively easy to implement over expanding the road capacity.	Website
896	5/23/2019	Rampton	Dannon	I echo the thoughts of many other people in wanting to see public transportation options that are more reliable, more frequent, and incentivized. Increasing access for single-occupancy vehicles up Little Cottonwood Canyon Road is not an ideal option for many reasons, and the congestion will always grow to exceed the capacity (as it has in many major cities, no matter how wide they make the highways). Colorado has a fantastic bus system running between its major resorts, and it is highly utilized by residents and visitors. Adding a bus-only lane up the canyon would help make taking as shuttle much more appealing, and increasing the hours and frequency of shuttles is necessary as well.	Website
897	5/23/2019	Munn	Marion	In order to protect our canyons while providing access to the people of Utah to enjoy those canyons, we need to take thoughtful measures. Increasing improved, reliable and frequent public transportation to the canyons (rather than private vehicles) will reduce degradation and traffic traffic jams. It will also increase air quality, an important issue along the Wasatch front. Thank you for allowing the public to comment on future plans. Please act to keep Utah's canyons beautiful and accessible.	Website
898	5/23/2019	Brady	Ann	Reliable year round Public transport with more near city parking lots is what's needed. No point making it easier to drive up the canyon if you can't park!	Website
899	5/23/2019	Harper	Laura	I am writing to express my concern about making cotton wood canyon more accessible to cars. Please consider expanding the public transport system instead to allow for more visitors at the same time as reducing impact.	Website
900	5/23/2019	Vannurden	Randy	I think more reliable, year round, public transportation should be emphasized in this plan. Also a toll booth to discourage people from driving up the canyon just to turn around at the top and drive down would help.	Website
901	5/23/2019	Pacenza	Matt	Hi, I would like to urge you to prioritize public transportation in the canyons. Here's what I would seek to do: Widen the road to three lanes. Make one lane ALWAYS buses only. (Obviously, that will mostly be uphill in the am, and downhill in the pm.) Make it a toll road. Use the tolls from people who insist on driving to pay for the bus. Make the bus free. Run a ton of buses. Build parking garages at the mouth (and at other key locations.) So, nearly everyone takes the bus. People who don't want to significantly subsidize the bus. Make it so!!!	Website
902	5/23/2019	Jackson-Jordan	Chris	I am an avid user of the outdoors and also someone who uses their personal vehicle to get into the mountains. I love the freedom of driving where I need to go, however I recognize that at some level of use personal vehicles are no longer a logical and efficient way to get to a destination. Little cottonwood canyon is a destination that is already too popular to be accessed primarily via personal vehicles and efficient and well funded alternatives to personal vehicles need to be implemented so that we can continue enjoying the canyon in its same state that we do today. Widening the road in little cottonwood canyon would only lead to further traffic through induced demand and would do nothing to address the underlying issues related to the traffic in the canyon. At the very least we need a substantially improved public transportation system that gets us into Little Cottonwood canyon on high use days, particularly winter weekend days. We need improved and expanded park and ride lots scattered throughout the valley. UTA and UDOT should partner with business parks and office complexes that don't need parking on weekends to create low cost park and ride lots. Or partner with distressed shopping centers that don't need as much parking as they have built. We need lots that are convenient and spread across the valley near where people live as well as bus pick ups near hotels and tourist areas. There needs to be a fee for entering Little Cottonwood canyon on weekend days as well. Roads are a free resource that will be over consumed if not priced based on their level of use. We need creative solutions to our mountain traffic, not more pavement.	Website
903	5/23/2019	VB	Drew	Getting more people up the canyon faster doesn't help if there are not parking spots for those cars. Why don't be put in a train up the canyon? Cogwheel trains are very reliable and would solve the traffic and parking problems. All of these ideas from the EIS are great but we need fewer cars at the top. A train would be a perfect solution. I would take the train every time.	Website
904	5/23/2019	Bird	David	The resorts in Big and Little Cottonwood Canyon are already overcrowded, and the backcountry is getting there. Transportation improvements should not focus on getting more people into the canyons, but reducing congestion. I favor dedicated buses running all the time from parking lots in the valley, with ability to stop at all trailheads and resort. Charge all private vehicles a fee for using canyon roads, and prohibit private vehicles at peak times, like powder day mornings and afternoons. And build avalanche sheds to help keep the roads open and safe during storm conditions. Bigger roads and more parking are no solution to the problems in the Cottonwoods. Affordable and convenient mass transit that can get any canyon user to where he or she wants to be should be the priority for solving the canyon traffic and transportation issues.	Website
905	5/23/2019	Santoro	Jennifer	Making the road bigger or charging tolls will not solve the problem. I want to take the bus. Many times when I show up to take the bus, there is no parking at the bottom of LCC. I live in Cottonwood Heights and I would love to see a transportation hub where we can park and grab a reliable bus to Snowbird or Alta. A wider road at the bottom simply solves no problems. A wider canyon road doesn't really do much except move the problem and encroach on more Canyon wilderness. A regular bus with ample parking and easy ticket kiosks followed by marketing to tourists will help.	Website
906	5/23/2019	Bounous	Ayja	UDOT should pursue more long term solutions for the Little Cottonwood Canyon, with more public transportation options. If the traffic was this congested in 2019, imagine what the year 2030 will be like. I'd encourage exploring not just more efficient public transportation within the canyons themselves, but extending TRAX from Sugar House to Wasatch Boulevard (or along Foothill Blvd to Wasatch - also helping to fix the Foothill traffic). It'd solve the Wasatch Blvd congestion - by encouraging people to park their cars and board TRAX closer to the city, which could then take them to the entrance of the canyons, where buses would be lined up to take them to the resorts. It'd be an enormous undertaking, reconfiguring Wasatch Blvd so much, but ultimately the traffic along that road needs to be dealt with as well (for canyon congestion as well as freeing up the road for local traffic). I don't think it would be extreme to say that an extension of TRAX down Wasatch could even become necessary in the next 5-10 years. Altering the canyon traffic problem would only be putting a bandaid over a larger issue - I think UDOT should trace this issue back to the root of the traffic problem, which starts along Wasatch.	Website
907	5/23/2019	Pelletier	Sam	LCC is very important to me, an avid (50+ days per year) backcountry skier. I do most of my driving up the canyon by 5:30am-7am to avoid traffic, park at the trailhead, etc. Avalanche mitigation has become a big issue for my ability to access skiing as the canyon closes significantly more frequently than 3 or 4 years ago. What has changed? Congestion is obviously a major problem and the only real solution I see is building parking garages on top of the commuter lots currently in place and significantly increasing the number of buses and the stops that the buses make. As a backcountry skier, I'm not interested in getting off at a resort.	Website
908	5/23/2019	Swenson	Carol	Increasing the capacity of Wasatch Blvd and SR-210 to accommodate more single occupancy vehicles is NOT the answer. There are numerous long-term detrimental effects that this will have on the entire Wasatch. The answer is to create a reliable, year-round public transportation system.	Website
909	5/23/2019	Dean	Larry	I believe UDOT should be looking for ways to reduce the use of SOV in the canyons. More public transit options and fewer options for SOVs.	Website
910	5/23/2019	Yehushua	Ran	It is clear that we have a growing traffic issue in the cottonwood canyons, both for winter and summer use. For winter use specifically, things seems to be getting out of hand now that all of the resorts in big and little cottonwood are on multi-resort passes (Ikon and Mountain Collective).	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>There seem to be several issues at play here. For one, I think it is very difficult for the police to regulate that the vehicles coming up the canyons have 4 wheel drive and snow tires. I think a good solution to this could be a gate at the entrance to the cottonwoods that you can only open if you have your pass. The pass could be obtained at the beginning of the season by going to a designated facility that will confirm you have the proper vehicle to make it up the canyons. This sort of program could be paid for in part by the resorts as well as a small registration fee for all vehicles that obtain this pass. Skiers/snowboarders who do not obtain this pass could still use the ski bus to get up the canyon.</p> <p>The idea above would likely also require more frequent busses up in to the canyons. Perhaps it should be the responsibility of the resorts of both canyons to provide shuttle buses from the wasatch blvd park n rides up to the resorts.</p> <p>This is a complicated issue, but these are just some potential solutions that occurred to me. I think the mountains themselves can support our growing population, I think the biggest issue is dealing with congestion in the canyons.</p> <p>Thank you very much, -Ran Yehushua</p>	
911	5/23/2019	Maros	Yvonne	The UDOT plan to increase capacity of local roads (SR-210 and Wasatch Blvd) is a horrible plan and idea. We do not need to add more SOV's to the canyon. What we need is a full-time plan for public transportation, to reduce the number of cars. Importantly, we also need to attend to minimizing further development to protect our watershed and air-quality. Do NOT expand roadways to make it easier to put more cars up there. This is the worst plan yet!	Website
912	5/23/2019	Bean-Winter	Adrienne	Please don't make roads bigger just to serve the needs of Single Occupant Vehicles. We need a mass-transit solution. Hardship for single drivers is an important way to encourage change (in a smart and environmentally conscious way).	Website
913	5/23/2019	Barry	David	This process looks like it is designed to justify expansion of the roadways into LCC and BCC. Jamming more people up these canyons will only benefit the owners of the four ski resorts up there and nobody else. Everybody else will be negatively impacted by the increase in vehicle traffic and people in these canyons. It is not in the public interest to further degrade these canyons with more vehicles and people.	Website
915	5/23/2019	Bean-Winter	Adrienne	Making a better mass transit plan and NOT catering to SOVs is the way to bring our canyons into the future. Please don't follow the bigger is better options.	Website
916	5/23/2019	Gladding	Forrest	Just widening and making more access to single occupancy vehicles isnt going to fix the congestion problems in the canyons, if anything it will just encourage behaviour that got us into this mess in the first place!! Make a plan that reduces traffic not increase it. I feel like UDOT has not considered the locals that live in the neighborhoods affected by the traffic jams!!	Website
917	5/23/2019	Hutsinpillar	Molly	I appreciate the concern and desire to improve the traffic situation. But before we improve access and increase numbers to the destinations, have we taken a step back and addressed the capacity of the resorts, canyons and backcountry? Do we really want to make access unlimited? Is there a max number than Big and Little can accommodate? Many consequences besides parking... The numbers spill over onto trails, resorts, peaks, places that might need to stay pristine. Just thinkin....	Website
918	5/23/2019	Ridge	Robert	Why not have the ski resorts in the canyons build a gondola type lift from a large part-n-ride at the canyons' mouths to the ski resorts. Ski passes would include this gondola ride. Reserve canyon traffic during peak times to residents and deliveries.	Website
919	5/23/2019	Garrett	Christine	<p>If we widen the roads every few years to accommodate for growth then soon we will only have roads and none of the environments we enjoy.</p> <p>People need to be incentivized and encouraged to make changes in their behavior. Mass transportation and tolling at canyon entrances should be utilized then we before considering widening of roads. Carpooling only? Less cars in the canyons should be the goal.</p> <p>I live near the mouth and the buses are packed and don't come frequent enough. Has it been considered that the resorts pay for shuttles to their lifts? I think increasing bus frequency would help things a lot.</p>	Website
920	5/23/2019	Mackie	Robert	We have had a home in Big Cottonwood Canyon for 25 years, and traffic congestion, and the inability to navigate the canyon easily, before and after rush hour traffic from the ski resorts has made our lives in the canyon almost intolerable. We have told friends and visitors to plan to go somewhere else for holiday and powder skiing experiences. I think the only solutions involve replacement of cars with public transportation options. Increased parking will not solve road congestion. I would suggest a system such as we have seen in Zermatt Zwitzerland, where cars are excluded from the center of the resort area, and skiers and hikers are forced to take public transportation at least a portion of the way to their destination. This gets people to use public transportation for the entire trip, reduces congestion on the roads, reduces air pollution and improves time travel. This could be accomplished with buses every 10 minutes from parking lots at the base of the canyons, or with a tram system. We should even consider a tunnel system with trains, beginning in Parleys near East canyon, with stops in Big and Little cottonwood. Think Big please!!!!	Website
921	5/23/2019	Steiner	Richard	Increased trailhead parking should be a top tier priority-especially at White Pine TH. Increasing vehicle capacity in LLC by widening road will not in oand of itself solve the problem as ski area parking (or lack thereof) is a huge contributor to blocked roads. I favor fees and greater mass transit-along with better parking at the canyon entrances.	Website
922	5/23/2019	Whittaker	Diane	The plan needs to discourage single vehicles driving up the canyon's. We need frequent natural gas powered busses running up and down the canyons instead of cars. There is not enough parking at the resorts, our air is bad enough without encouraging more traffic, and you can never build enough roads - the more roads, the more you encourage single cars to drive up. The best solution is to make it more difficult to drive up so people use the convince of public transportation. Just today, Deseret News published an article that SL County is one of the worst ozone air in the country and sixth highest in ozone related deaths. Move to FEWER CARS!!!	Website
923	5/23/2019	Patterson	Brandon	I would recommend adding bus, shuttle service, or other public transportation options to the little cottonwood plan. As UDOT reported 78% of skiers arrive at the Canyon resorts by private or rental vehicle. However, the EIS also mentions that during the winter of 2016/2017 when UTA revised the bus service in the Canyons and increased the frequency of trips, they saw a 26% increase in ridership. The report also mentions the lack of reliable summer bus service in the Canyons currently and the parking (and safety) issues this creates. By adding congestion fees to the canyon and adding more public transit options, we could see less congestion, greater safety, and more protection of our valuable watershed. Thanks!	Website
924	5/23/2019	Topham	Melanie	Maintaining the wilderness character of the Wasatch Mountains is the result of careful planning and decision-making. As UDOT considers the future of transportation in Little Cottonwood Canyon, solutions should be found that maximize the existing infrastructure already in place without further construction or development. Creating further access to single occupancy vehicles and increasing parking in the Canyons is a radical departure from previous plans. Public transportation should be the emphasis of UDOT's plans, NOT single occupancy vehicles. If increased parking and single occupancy vehicles becomes the "solution" to the current traffic issue, the quality of user experience and the ecology of the canyons will be negatively impacted. As an alternative to transportation plans that seek road expansion and increased single occupancy vehicles, please instead seek mass transit solutions that move transportation hubs into the valley and away from the congested mouths of the Canyons. Thank you.	Website
925	5/23/2019	Roestenburg	Sadie	I support the Save our Canyons "IDEALIZED TRANSPORTATION" CONCEPT". It makes sense to our city and will help save our canyons. Please strongly consider. Thank you.	Website
926	5/23/2019	Cross	Elizabeth	Please close the area to single vehicles and allow only shuttle buses.	Website



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927	5/23/2019	Vande Merwe	Adrian	Please no freeway up the canyon! More lanes, more capacity will only increase congestion. L.A. proved decades ago that more freeway lanes do NOT decrease traffic! Mass transit is the only answer.	Website
928	5/23/2019	Fisher	Colleen	Adding more lanes to the canyons does not solve any problems. It is short term thinking, and will cause us to have a whole other management problem decades from now. More lanes will maintain, if not increase the number of cars going up the canyons, and pollution created. It will not speed up drive time. A solution that focuses on incentivizing taking public transit through more buses and single car fees is smart and long term thinking. We need to think about our future, and our canyons. Do not just build more lanes.	Website
929	5/23/2019	Kliger	David	Public transportation should be improved and cars should pay a premium to finance it	Website
930	5/23/2019	Teerlink	Marianne	When addressing increased demand in the canyon, please do not increase the roadway and parking capacity for single rider motorized vehicles. More traffic capacity ultimately leads to more degradation of the delicate natural resources in the canyon. Please create more infrastructure for public transit, including light rail, to decrease private vehicle trips to trailheads and ski areas.	Website
931	5/23/2019	Nelson	Nicola	No more single occupancy vehicles in Little Cottonwood Canyon. Provide parking and buses!	Website
932	5/23/2019	Strohacker	Eric	I'm concerned with UDOT'S Plan for attempting to improve traffic conditions in Little Cottonwood Canyon. Public transportation should be the emphasis of UDOT's plans, NOT single occupancy vehicles. If increased parking and single occupancy vehicles becomes the "solution" to the current traffic issue, the quality of user experience and the ecology of the canyons will be negatively impacted. If we are to protect the ecology and environment of the canyon, then we must reduce vehicle traffic through public transit, not allowing the continuation of cars to go up the canyon.	Website
933	5/23/2019	Casey	Madeline	We don't need to allow for more cars in the canyon, we need carpool incentives as well as a better bus system with more parking spots at the little cottonwood mouth park and ride. It would be ideal to have a parking structure at the base of the canyon and ski buses that go up and down the canyon every 15 min or half hour. Normal uta buses can run the 953 and 994 routes up until the mouth and then the specialized canyon buses can take it from there. If there were buses dropping people off at the mouth every 30 minutes and then buses running up and down the canyon every 30 or 15 minutes that would be perfect. Buses could be subsidized by ski resorts adding an extra minimal fee to season passes and day tickets. Or they could just contribute to the bus system as one of their 'green initiatives.' we don't need more cars in the canyons!	Website
934	5/23/2019	Carroll	Brett	I think that the new transportation plan should prioritize improved public transportation rather than increased access to single occupancy vehicles.	Website
935	5/23/2019	Brown	Stephen	Any transportation plan for the Cottonwood Canyons must focus on public transit options and NOT single occupancy vehicles. C'mon folks let's think long term here. We can do this if we have the common willpower to look after our children.	Website
936	5/23/2019	Monson	Matt	Let's stop fussing around more and more cars and start thinking next-level growth - where we need year-round mass transit to the Cottonwoods. To continue to build around the car is a plan for imminent congestion, pollution, and failure.	Website
937	5/23/2019	Baer	Mark	My background includes long stretches in government service, work in the ski industry and a long resume of recreational uses in LCC. My perspective also stretches back decades and thus includes times when LCC was not stretched to it's reasonable use limits as it is so often in current times. With that perspective in mind I HIGHLY recommend that there be SUBSTANTIAL increase in public transportation with use of the new parking garage at the mouth of BCC and perhaps a new facility as close to the mouth of LCC as possible. Of perhaps greatest benefit would be to institute a payment system modeled after, or at least similar to, the one instituted in Millcreek Canyon. Reasonable fees would both discourage some traffic, thereby militating congestion, but importantly also provide pay-as-you-go/pay-as-you-use funding for use in maintaining all of LCC, particularly expanding shoulders and clearing up trailhead areas for more efficient and safe parking. Of course, the possibilities for use of said funds is enormous, but in any event, it would institute a process whereby individuals who want to use the canyon help pay for it.	Website
938	5/23/2019	Hackbarth	David	Increasing the roadway capacity without improving and focusing on public transportation year around is a BIG mistake. You need to get people out of there cars and on to busses. There needs to be a focus on diversion to buses and better economic incentives to increase public transit. There is no statements in this EIS about metering to effect user changes. There is also a finite capacity of park8ng space available in LCC if the year 2000 parking cap is maintained so all you are doing by increasing roadway capacity is causing a greater parking problem. GET PEOPLE OUT OF THEIR CARS.	Website
939	5/24/2019	Ozkan	Dogan	We're surprised by UDOT's plan for a number of reasons. Primarily, we're concerned that UDOT's plan does not consider the full scope of impacts these projects will have on the Wasatch. While they articulate four different goals for their plan (see link above), essentially UDOT wants to improve the capacity of Wasatch Boulevard as well as SR-210 in Little Cottonwood Canyon to meet user demand and reduce congestion. However, UDOT's plan revolves around making the Canyons more accessible to single occupancy vehicles (SOV). As we've already pointed out in our most recent newsletter (read more here) and highlighted in our "Idealized Transportation Concept" page, we think a more reliable, year-round public transportation system needs to be considered that fits in with a larger vision for the Cottonwood Canyons. If you agree, write a comment TODAY. Here at Save Our Canyons, we know that maintaining the wilderness character of the Wasatch Mountains is the result of careful planning and decision-making. As UDOT considers the future of transportation in Little Cottonwood Canyon, solutions should be found that maximize the existing infrastructure already in place without further construction or development. Creating further access to single occupancy vehicles and increasing parking in the Canyons is a radical departure from previous plans. Public transportation should be the emphasis of UDOT's plans, NOT single occupancy vehicles. If increased parking and single occupancy vehicles becomes the "solution" to the current traffic issue, the quality of user experience and the ecology of the canyons will be negatively impacted. As an alternative to transportation plans that seek road expansion and increased single occupancy vehicles, we've begun to articulate mass transit solutions that would move transportation hubs into the valley and away from the congested mouths of the Canyons. Fortunately, the comment period on UDOT's current scoping for the Little Cottonwood Canyon EIS is open until June 14th. Let UDOT know what you think about their proposed plan by submitting a comment today. As SOC supporters and members, your voice matters in the future of the Wasatch. Take the time to write a comment — UDOT needs to hear what you think.	Website
940	5/24/2019	Rappolt	Chrissie	Roadway capacity Avalanche mitigation Trailhead parking at Bridge, Lisa Falls and White Pine Wasatch Boulevard improved mobility for commuters and adjacent neighborhoods	Website
941	5/24/2019	Dane	Joseph	The Cottonwood Canyons need a more permanent traffic solution, and the only reasonable solution is shuttle service and public transit. Single occupancy vehicles need to be restricted to those who live and work in the canyons. At the very least, restrict visitor vehicles during high traffic times. Instead of making the roads wider to support MORE congestion in the canyons, UDOT needs to build more parking lots, multi-story parking lots, to accommodate shuttle service. Don't make the problem worse by focusing on getting more vehicles up the canyons. And, don't restrict access to low income people by charge high fees. Low income folks already have barriers to access the outdoors, charging fees will make that worse. Shuttle service and public transit is the only reasonable solution!	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
942	5/24/2019	O'Connor	Laurie	Yes, something needs to be done about congestion in LCC (and BCC). Building more lanes of road to facilitate more single-user vehicles is not the solution, and is not in line with your stated objectives. Your plan should not focus on being able to get more cars up the canyon, but should focus on getting more buses up the canyon. In past years when bus schedules were changed and put more buses going up LCC, ridership increased. The current Forest Service plan will not allow for increasing parking capacity except to facilitate mass transit. Why would you build more lanes for cars when the parking will not accommodate more cars? Your plan is at odds with your goal. The focus should be on decreasing the number of cars, not enabling an increase. Focus on mass transit. Thank you for your attention.	Website
943	5/24/2019	Mullins	Chad	Expanding roadways and parking for SOVs is not an acceptable solution -- it will lead to more pollution and congestion, and detract from the quality of the experience and aesthetics of the Canyon and . Convenient and accessible public transportation is needed to preserve our Canyons.	Website
944	5/24/2019	Wallis	Harriet	More lanes will NOT lessen the avalanche issue. (You say: improve the road's reliability by substantially reducing the number of days and hours that the road is closed for avalanche mitigation and incidents.) When avalanches must be cleared, both lanes will be closed. Run buses every 5 minutes like Beijing, China does. A few more buses will not solve the problem.	Website
945	5/24/2019	Frederick	Jason	Americans need to get over their needs to drive their automobile everywhere. The only logical solution is a shuttle service. NOT more roads and parking. It's 2019 people, let's catch up with the rest of the world. Make America great again right?	Website
946	5/24/2019	Lobel	Colleen	The following specific improvements are under consideration as alternatives in the EIS: Roadway capacity Avalanche mitigation Trailhead parking at Bridge, Lisa Falls and White Pine Wasatch Boulevard improved mobility for commuters and adjacent neighborhoods	Website
947	5/24/2019	Zimmer	Brian	Solutions should be found that maximize the existing infrastructure already in place without further construction or development. Public transportation should be the emphasis of UDOT's plans, NOT single occupancy vehicles. Incentivize bus travel with a significant automobile fee during peak times. Make the bus schedule frequent without over crowding. I took the bus this year during peak ski season and it was over crowded with tight standing room only. It was fine because I see value in mass transit but most people don't want to be uncomfortable.	Website
948	5/24/2019	Wetzel	Sara	Public transport would be very helpful.	Website
949	5/24/2019	Halsey	John	I believe any solution should entail plans to get more people into public transportation and out of their cars.	Website
950	5/24/2019	Komeyli	Barbara	The way to preserve the integrity of our canyons including watershed and the fragile ecosystem and at the same time improve the congestion both in the winter and summer is mass transit. Making roads bigger is not a solution, because it will only provide temporary relief and eventually will increase the problem UDOT is trying to resolve. Increasing accessibility through mass transportation, taking many single cars off the roads definitely makes the roads safer while giving access to the canyon in both summer and winter. Remember that the reason people want access to the canyons is its wilderness. Construction and development will have a severe impact on the one thing people are drawn in the canyons, and that is the clean air, beautiful streams, clean water, and magnificent wilderness.	Website
951	5/24/2019	Peisner	Ian	I think the focus should be on increasing public transit capacity and discouraging single occupancy vehicles. Widening roads, adding lanes, etc. simply invites more people to drive their cars. This will continue the mistakes we've been making all along, add to our air pollution problems, do little to address congestion, and do nothing to foster a more intelligent and generous culture of carpooling and public transit usage.	Website
952	5/24/2019	Ogilvie	James	Much Like Zion NP, vehicle traffic in the Canyons must be limited. This should not apply to apply to actual residents of the Canyons. They pay road and property taxes and are entitled to access to their property.	Website
953	5/24/2019	McWilliams	Brett	I believe we should give preference to Buses on Canyon closure days to incentivize the use of UTA. Like the few bus days we had in March when we were escorted to the front of the line. Also, a toll would put on using the UTA ski buses. I love this canyon, but if you want to drive a single occupancy vehicle in the winter you should have to pay for it. A four lane road up the canyon would be a short term fix that would ruin the aesthetic of LCC.	Website
954	5/24/2019	Schlehuber	Anna	I'm disappointed to see that there is not a more permanent solution - widening roads and allowing more space for cars will not alleviate the traffic. This will only create more room for more traffic. I think a more permanent solution must be considered, like limiting cars up the canyon and then only allowing travel by public transportation. I also think it would be extremely worthwhile to create a larger parking space at the base of the canyon to allow for more people to leave their cars at the bottom and take a bus up.	Website
955	5/24/2019	Jensen	Jonathan	I am concerned that UDOT's plan revolves around making the Cottonwood Canyons more accessible to single occupancy vehicles (SOVs), rather than discouraging SOVs and working toward reducing traffic volume through mass transit options. I urge UDOT to pursue, promote and implement a reliable, affordable, and efficient year-round shuttle system using vans and buses, utilizing existing infrastructure instead of further construction or development, and conducting a thorough environmental assessment fairly comparing the full impacts of a mass transit-based solution versus a SOV-based solution. Thank you.	Website
956	5/24/2019	Johnson	Karl	I strongly encourage plans that promote more public transportation availability both in winter and summer, such as more bus options, rather than focusing on facilitating POV use.	Website
957	5/24/2019	Chandler	William	The time has come for major investments in transportation into little cottonwood canyon. But these investments must holistically consider long term impacts. Water quality must be at the forefront of these considerations and increasing the area of impervious surfaces in little cottonwood canyon will be detrimental to the quality of a resource that will become increasingly limited, to the point of posing a major risk to a growing population in the valley. Solutions to the present transportation problems must focus on reducing the amount of single occupancy vehicles in the canyon and creating more efficient forms of moving large numbers of people up and down the canyons from hubs at the top and bottom and along the way. Cars are not the future and we now have the opportunity to present truly innovative solutions to the rest of the world.	Website
958	5/24/2019	Sperry	Grant	We absolutely need a new approach rather than double down on approaches from the past since human impact on the canyon continues to increase and the population continues to grow. Single drivers in cars is unsustainable. Provide effective, efficient mass transpo options and direct people to areas most likely to handle the heavy impact we put upon the environment.	Website
959	5/24/2019	Campbell	Jonathan	I grew up 2 miles from the mouth of LCC just below Wasatch and have skied in LCC for the past 25 years. I've spent countless days in the canyon and would say that 95% of those days I've driven my car, typically alone to Alta, Snowbird or White Pine. One thing I've wondered about LCC and Wasatch is why we are so reluctant to invest in infrastructure. I've spent a good amount of time in the Alps skiing and I've always been impressed with how easily one can get around without a vehicle by using trains, gondolas, buses etc. I think that we can drastically improve how we travel in the canyon if we will invest in alternate forms of infrastructure. We get caught in a catch 22 where we say we want fewer vehicles in the canyon but we don't want to widen the road, add gondola's or trains etc. because it would change the scenery. We have to accept that we have to change our infrastructure to save	Website

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				the experience of the canyon. People aren't going to stop driving up the canyon without having a better alternative. I get frustrated when groups like Save Our Canyons oppose any changes but say that they are trying to preserve solitude and beauty, they can't have their cake and eat it too.	
960	5/24/2019	Clark	Georgia	What happened to the plan of increasing the bus service up & down the canyon. Building more car lanes is fruitless. It will ruin the canyon environment & has is said build more lanes & more cars keep coming. Buses are the really only good & environmentally responsible way to go.	Website
961	5/24/2019	Clark	Reggie	Please consider adding parking space at the base of each canyon and incentivized public transportation usage. Our beautiful mountains are not the place to increase traffic/parking.	Website
962	5/24/2019	Neagle	Sarah	UDOT needs to find a solution that improves visitor safety and supports a healthy watershed, air quality, and user experience for the Cottonwoods. A more reliable, year-round public transportation system needs to be considered that fits in with a larger vision for the Cottonwood Canyons. Solutions should be found that maximize the existing infrastructure already in place without further construction or development. Creating further access to single occupancy vehicles and increasing parking in the Canyons is a radical departure from previous plans. Public transportation should be the emphasis of UDOT's plans, NOT single occupancy vehicles. If increased parking and single occupancy vehicles becomes the "solution" to the current traffic issue, the quality of user experience and the ecology of the canyons will be negatively impacted.	Website
963	5/24/2019	Raspollini	Cristina	I think that the best way to address the congestion problem and avalanche risk in LCC would be to contain, as much as possible, the increase of single occupancy vehicles. A reliable, affordable, and efficient shuttle system using vans and buses, should be implemented. This shuttle system should be operational year round and have higher capacity during peak use periods. To make this shuttle system possible, park and ride parking lots should be built. The shuttle bus system will operate from park and rides lots and transit hubs to mountain locations with "express" service, i.e. the shuttles would have a limited number of stops, and in many instances would provide nonstop transit service (most notably to ski resorts). In addition, I think that a congestion pricing for private vehicles in LCC should be investigated. Pricing would apply on peak periods. Congestion pricing schemes have been successfully implemented in some major cities and should definitively be an option to be considered.	Website
964	5/24/2019	Brunvand	Amy	I'm sure you know this, but the traffic jam problem is a peak-demand problem. Weekdays and early/late season are no problem. It seems unlikely, given climate change, that the 2018-19 powder-day traffic jams are a permanent condition. If next year is another low-snow year we won't need expensive infrastructure changes. I took the bus this year whenever I went by myself. When it goes every 15 mins it's no problem. Personally, I'd rather have the ski bus than see irreversible road widening and parking-lot expansion. Even on the worst traffic days I was able to wait for the traffic jam to clear and ride up on the bus in no time. In a way, the traffic jam is a boon for skiers because it helps keeps lift lines under control.	Website
965	5/24/2019	Eller	Dave	We need to focus our on how to reduce cars in canyon NOT how to accommodate MORE cars. The park and rides at mouth of BCC, LCC, west BCC and 'swamp lot' have been full ALOT this year. This tells me that people WANT to consolidate into fewer vehicles so we need to make that easier. Long term we need massive public infrastructure investment. Like a circular rail system from BCC to LCC then up LCC, under mountain, down BCC. And there will need to be multiple high capacity trains on the circuit. Pay for it with a hotel tax and wealth tax since visitors and rich people are who use the service.	Website
966	5/24/2019	Bean	Matt	I do not think we should expand the road. The last thing our valley needs is more cars and more driving. Our lungs can't take it. Please implement shuttles and public transportation, especially during the ski season, to reduce traffic and congestion. Keep our canyons beautiful and our air clean and safe to breathe.	Website
967	5/24/2019	Zimmerman-Wall	Sean	I have worked in Little Cottonwood Canyon since 2005 as a ski lift operator, ski patroller, backcountry ski guide, and/or avalanche educator. When I first began working in the canyon, traffic levels were noticeable, particularly in winter. Since then I have spent over 200 days a year in the canyon summer and winter, most winter days include an hour long commute down. I moved to Sandy to be closer to the mountains and have a shorter commute to work. In that time, I have gone back and forth between hitch hiking, riding a UTA bus, a UTA RideShare van, or driving myself as a single occupancy vehicle. The last five years have been particularly problematic and I have elected to just drive myself nearly all days I go up LCC (100-120 work days). Even when the road is scheduled to close early for avalanche mitigation, the lines at 530 am are incredible and I have been turned away due to congestion. I do not feel that widening lanes or adding more SOV lanes makes sense. A control system needs to be employed to monitor traffic during the winter. A toll system seems like a good way to raise money. More public transit options such as buses with dedicated lanes or a rail system seem like the only way to truly curb the problem. Avalanche sheds are expensive and problematic when they are to be used with roadways that are this large and congested. It would also be unsightly to the natural landscape. Remote Avalanche Control Systems (RACS) and closure gates seem like a better way to manage the issue, particularly if you limit traffic. The buses would need to be able to run earlier and later, as well as be able to stop at trailheads, which would reduce the need to widen lots or expand parking up canyon for SOVs. Please listen to the public and take their comments to heart, or the traffic problem will alleviate itself because those that once loved this place will move on.	Website
968	5/24/2019	Jongejan	Aimee	Focus on long-term solutions by offering more public transportation specifically for the canyons rather than endangering our canyons by increasing traffic and road width.	Website
969	5/25/2019	Greely	Bob	What ever plan goes forward, please no more cars in the canyons. Adding car lanes will only make the problem worse in the long run.	Website
970	5/25/2019	Nelson	Travis	How about a park and ride from somewhere around REI on 3300 south? More buses seems like the easiest short term fix....	Website
971	5/25/2019	Griffth	Jay	Considering that the canyons are already maxed out and overused we shouldn't be creating more reasons for more people to impact these jewels. We need to determine not carrying capacity of roads to the canyons but the carrying capacity of the canyons themselves that will ensure their health and beauty in perpetuity. This means not expanding ski resorts. It means not allowing other developments that lure people up the canyons. Their very existence is lure enough. We need to seriously consider what Zion National Park had to implement for the same reasons. Nearly bus only. Those who drive would need to pay a steep price. Europe and tunnels etc are not appropriate for our area because of the huge metro area so closely adjacent to these areas. If we continue to expand resorts and widen roadways and access then the rich will be the primary beneficiaries and not the average person who values being in these places because of their wildness and lack of expensive recreation. Thank you.	Website
972	5/25/2019	Schuck	Galen	I've worked up at Alta for 8 years.The bus service is good ,busses are always full. I'd like to see year round public transportation options and more winter transportation options.Increased parking would go a long way .Why not build a parking garage at the base of Big and Little Cottonwood canyon so people could carpool and take public transportation. The current lots are way under capacity for the population at this time.Thank you	Website
973	5/26/2019	Brown	Tim	In the future, vehicle traffic in LCC should be minimized and restricted to essential needs only. Appropriate parking lots and transit options need to be provided to create reliable, consistent transport up and down the canyons. The dramatic shift in management will be a shock to the many of us who are used to the convenience of driving ourselves but in time using transit will become common practice and people will accept it.	Website
974	5/26/2019	Levy	Marc	We ABSOLUTELY need more reliable PUBLIC TRANSPORTATION for the Cottonwood Canyons accessibility plans. Expanding capacity for SOVs will only add to the probability that the nasty inversions and pollution will make their way further up the canyons each season. Please consider a train or tramway system to help relieve automobile congestion and pollution. Thank you.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
975	5/26/2019	Hoover	Todd	Put in a train with a huge parking lot down in the valley. Think Zermatt.	Website
976	5/26/2019	Speiser	Robert	I understand that UDOT wants to improve the capacity of Wasatch Boulevard as well as SR-210 in Little Cottonwood Canyon to meet user demand and reduce congestion. I'm mostly concerned that UDOT's plan emphasizes making the Canyons more accessible to single occupancy vehicles (SOV). Little Cottonwood Canyon is a precious watershed that needs to be protected. Expanding the road up-canyon, and increasing SOV facilities at ski areas will damage a crucial ecosystem, increase harmful development, and diminish both the beauty of the canyon and its usefulness for hikers, families, and mountaineers. Instead I favor a much lighter-impact alternative: nonpolluting public transportation from the canyon base, frequent stops and pickups, and a sharp reduction of private vehicle access. Look at the change in Zion Canyon, which has improved, not diminished, access by the public while protecting that extraordinary place. It enhances the experience. It's time to get smart here as well, plan further ahead, and innovate. I strongly agree with Save Our Canyons and other groups that a more reliable, year-round public transportation system needs to be considered that fits in with a larger vision for the Cottonwood Canyons. The canyons are what people come here for, and treasure. They protect our water, offer gorgeous open space, and so enrich our lives. I've lived here 40 years and seen the damage done by piecemeal, incremental planning. I see this issue is a test of conscience. I'll be watching what you do, and work accordingly to protect our precious public land.	Website
977	5/26/2019	Farhang	Arash	I believe that the best methods will involve much better mass transport rather than increasing throughput to single cars up the canyons. There is simply too little space up in the canyons for more cars. Carpooling and public transit to the ski resorts should be highly encouraged. Bridges over specific avalanche paths though are a good idea, yet still bombing is pertinent and must still be done. Finally, the ski resorts see enough traffic as it is already. Their relentless advertising to attract more customers is simply put plain dumb, when they already have enough customers as it is and their parking lots are at max capacity. We should be encouraging less advertising so we bring the congestion to these areas down.	Website
978	5/26/2019	Tabin	Jean	I don't think increasing single car usage is beneficial to the canyons. Little and big cottonwood canyons should be preserved as best as possible. In the long run that will help tourism. If we can increase mass transit options that would be best I am a physician living in Park City. I have recently looked into taking the bus but I would have to be ready to leave salt lake at the latest at 6:30 pm When I leave clinic is not always predictable as I see walk in emergencies. If there were a 7 pm 902 connection, I could do it. I realize the bus is taking a bit to catch on but I for 1 would really like to use it. Just wish the hours were a bit more favorable for me. Mass transit should be improved for all our canyons to help our air quality and keep the canyons pristine.	Website
979	5/26/2019	CAasper	Tiffany	2 things HAVE to be done: 1. A \$20 per car fee should be instituted NOW!!!!!!! This will encourage car pooling and better planning for individuals using the canyons. 2. Parking structure at base of canyons. 3. A railway, light rail or other, erected to the resorts, above the roadway or other but up on rails so it would not need snow removal and would be out of the way of avalanche fallout. People would actually USE because it would be FASTER than cars and more scenic. This is the ONLY real solution.	Website
980	5/26/2019	Barone	Mark	I believe bigger roads and more parking lots is only a temporary fix that does not address the real need for more mass transit options	Website
981	5/27/2019	Fleming	Susan F	I am concerned about the wear and tear on our canyons by private vehicles, especially during ski season and in the summer. I suggest using bus transportation up the canyons during peak seasons in order to minimize traffic in the canyons. Regular road maintenance and improvements to shoulders and off road parking, plus restroom facility upgrades would be a boon, but most cars should park at/near the entrance to the canyons. Fees might be charged for individual vehicles in order to earn funds for maintaining facilities.	Website
982	5/27/2019	Richardson	Leah	I believe we need to increase bus transportation in the canyon and that buses should run year round with a reasonable fee schedule. We should not create a rail line in the canyon when bus service could alleviate many issues. Resorts could offer discount tickets for those who use the bus service. There should be additional incentive on bad air days.	Website
983	5/27/2019	Evans	Daniel	Shuttles PLEASE. These canyons will get lived to death with more vehicle traffic.	Website
984	5/27/2019	Bunkall	Brett	The last thing Little Cottonwood canyon needs is more cars. I believe the solution should be transit, whether it be buses or light rail/trolley. Expanding the roadway and parking will destroy the values of the canyon visitors seek. Let's do the right thing and build a solution that will preserve, as best as possible, the scenic values and quiet we seek in the canyon.	Website
985	5/28/2019	Thompson	James	1. Determine the true carrying capacity of both Little Cottonwood and Big Cottonwood Canyons (both winter and summer)--not necessarily how many people can be jammed--but how many people can enjoy the mountain experience without feeling "over-crowded." 2. Provide incentives to not drive private cars--i.e. increased bus service (all year round) with stops at trailheads, do not enlarge parking lots in the canyon or at the resorts, offer bus passes at discounts in exchange for volunteer service in conservation projects (i.e. picking up roadside trash, trail repair, planting trees, etc.) 3. Do not even consider connecting all of the canyons with a gondola. (Possibly a tunnel might work, but have the ski resorts pay for most of that construction.)	Website
986	5/28/2019	Hall	Emily	I favor much improved bus systems and do not widen the canyon roads. We need to charge single occupancy drivers. Do not build an all season road from Brighton to Park City. Get the improved bus system going SOON. Try different options before the roads are widened.	Website
987	5/28/2019	Gero	Alexandra	As a Salt Lake resident and outdoor enthusiast, I was impacted many times by canyon traffic and/or closures this winter. Given traffic from single-occupancy vehicles, coupled with Salt Lake's undeniable air pollution problem, I believe that improving public transportation options is of absolute necessity in tackling canyon traffic. If additional lanes are built in either canyon, they should be for the exclusive use of UTA busses as means to incentivize public transportation, or else a combination of UTA busses and resort shuttle vehicles. These ski busses could offer additional stops at popular trailheads to accommodate more backcountry skiers. Downhill shuttles should be free as a further incentive to ride the busses. I also believe the ski resorts, which are largely responsible for this traffic and in fact thrive on it, should charge single-occupancy vehicles to park in their lots and that these funds should be used to support additional UTA/resort shuttle vehicles. The answer is NOT (may I repeat: NOT) to add more single-occupancy vehicles to the canyons! Thank you for trying to address this growing issue. I hope an actual solution is found that adequately address the complexities of this problem, and prioritizes air pollution and the increased impact on the land, and not just the convenience of those who want to ski.	Website
988	5/28/2019	Gorman	Victoria	More frequent public transportation is the best solution IMO. For example-allow buses only from 7-8:30am. And have lots of them. Then allow cars and buses after this time. The traffic and air pollution needs to be reduced dramatically! We need creative solutions. People need to become accustomed to using buses for safety and air quality. Market the plan well and it will work!	Website
989	5/28/2019	Kish-Trier	Erik	Hi UDOT. First, thanks for all you do! Keeping us safe and the mountains accessible is huge. First and foremost the canyons traffic issue is the ski areas fault. They need to provide the funding and solutions to this problem. They oversubscribe and then non-ski area canyons users like myself suffer the consequences. Facilitating more single occupancy vehicle traffic is not sustainable. We need the ski areas to provide buses for their users and a Mill Creek-like fee system for those who still wish to drive. The fee would scale with demand like the freeway express lanes. This would work!	Website

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990	5/29/2019	Forsdick	Christine	I am aware that the Wasatch Mountains are increasingly being visited by more and more people. I feel it is extremely important that steps are taken to ensure the safety of increasing bicycle use and to decrease erosion in the parking areas. Pollution from automobiles is also hanging in Little Cottonwood canyon. I feel it is important to repair and improve the parking for trailheads and that the public transportation become more cost effective. Salt Lake City boasts that our mountains and ski resorts are just "30 minutes away." The ease of getting into nature is nice, but destroying our air and increasing the erosion along existing roadsides. Looking into less single car driving, reducing the cost of public transportation, (we still have to drive to a parking lot) and increasing public awareness of the importance of our land and air may help future generations to continue to "love the Wasatch Front."	Website
991	5/29/2019	Reddish	Gwen	I feel there is only one way to mitigate traffic up the Cottonwood Canyons, it is a high speed train system similar to the European models I use every time I go to Europe on a ski vacation. Utah needs to show the U.S. that even with it's conservative values on almost every issue the state can be progressive in environmental issues and it's approach to air quality. The only way to improve the choking airing our valleys by getting people out of their cars. Each time I head up the canyon there is usually 1-2 people in each car, belching fumes while they wait in line to get up the road! Be a leader and build a high speed rail system for our canyons!	Website
992	5/29/2019	Cannon	Ginger	This plan is clearly focused on providing increased LOS for single occupancy vehicles. Inclusion of public transit options and dedicated active transportation options need to be expanded in this plan. Continuing to plan for vehicles alone for access to these canyons is a mistake, and one that UDOT is not addressing in widening Wasatch Boulevard to reach an LOS that can't be sustained, for our health, our air quality and livability in this area.	Website
993	5/29/2019	Rocha	Matthew	Incentive for buses, if you are going to add a lane make it a bus only lane. Also as unpopular as the idea is creating a non stopping system for tolls with transponders that can be adjusted for carpooling or pay by plate. And price the toll so a single person going up alone in a car is cheaper to use the public Transportation option. Residents of the canyon should also receive a transponder that is free so they can get to home or work. all money generated by the tolls should only go to help maintain and sustain the canyons. wither it be road maintenance, plows, trail head infrastructure, trail maintenance , ecosystem protection and support, Investments into programs in the canyons etc. We don't need more capacity we need better solutions and incentives to drive people to change. Widening wastach blvd seems to me to only add to the problems allowing for more cars to get to the same bottleneck faster. People will adjust to fill the capacity they are given.	Website
994	5/29/2019	H	Moriah	I definitely think this is an issue that needs to be addressed. Traffic in the canyons gets crazier every year, especially in the winter. However, I think an improvement and increase in public transportation options is a better alternative than expanding the roads and construction additional parking in the canyons. More Park and Ride lots, year round bus service, and increased public transit in the winter would help preserve the canyons while decreasing congestion.	Website
995	5/30/2019	Malouf	Linda	Please consider mass transportation options instead of just making it easier to cram more single occupancy vehicles onto the already terribly overcrowded roads in the canyons!	Website
996	5/30/2019	Filgo	Thom	The canyons need a long term, comprehensive plan to deal with what has become an untenable situation on high use snow days. The answer lies in discouraging single occupancy vehicles not trying to accompdate more. A real, hard hitting toll system which encourages ride sharing, increased public transportation, snow tire and 4x4 enforcement, snow shed avalanche abatement, are among the solutions that I feel would cost effective in the short term and help fund long term need for a train up the canyons.	Website
997	5/31/2019	Hasegawa	Christine	The need for reliable, year round public transportation should be of the utmost importance in the future of the cottonwood canyons. As a frequent visitor and user of the wasatch forest I appreciate the wildness and peace that this area offers. I encourage more access to trailheads and ski resort through frequent, reliable, year round public transport over single vehicles. Please consider including public transportation in the plans for our future.	Website
998	6/1/2019	Marken	Erica	I like my car as much as the next person. Yes, they are super convenient, comfortable and allow a flexibility that we've come to expect in modern life. However, I believe the time has come to reconsider how we access some of our most in demand natural resources. We desperately need leadership in reducing congestion in our canyons. This leadership includes a serious reconsideration of the impact that our immediate-gratification-culture has on the places we love. When we all want the same thing (to ski powder or hike in pristine wilderness) individual cars cannot be the solution. We need to invest in solutions that include reliable and frequent public transportation. As the valley grows further, along with it will come increased demand on access to wilderness. We must protect it so that it remains accessible to all with public transportation that preserves it for future generations to enjoy.	Website
999	6/2/2019	Stokes	Jessica	Preserve as much nature and air quality as possible. Make mass transit cheap and individual vehicles \$\$\$.	Website
1000	6/2/2019	Monson	Traci	As UDOT considers the future of transportation in Little Cottonwood Canyon, solutions should be found that maximize the existing infrastructure already in place without further construction or development. Creating further access to single occupancy vehicles and increasing parking in the Canyons is a radical departure from previous plans. Public transportation should be the emphasis of UDOT's plans, NOT single occupancy vehicles. If increased parking and single occupancy vehicles becomes the "solution" to the current traffic issue, the quality of user experience and the ecology of the canyons will be negatively impacted.	Website
1001	6/4/2019	Curry	Cliff	I am an Alta resident; I have lived here for the past twenty years. Gilles Duranton of the University of Pennsylvania and Matthew Turner of Brown University posit a "fundamental law of road congestion": unless road space is priced appropriately, new capacity reduces the cost of driving, thereby inducing more of it, leading, eventually, to renewed congestion. -The Economist, May 11, 2019 What is the visitor capacity of Little Cottonwood Canyon? We should not address roadway capacity until we have done the homework to answer that question. What is the purpose of transportation in Little Cottonwood Canyon? If we assume it is to accommodate as many people as want to visit the canyon at any one time, we will ruin the Canyon. Protection of the wild and open spaces of the Canyon should be a higher priority than moving as many vehicles as possible through the Canyon. The EIS process must anticipate the coming changes in networked and autonomous vehicle tech. One thing that will change is the need for parking – it will be much less. One thing that will not change is the need for pavement – the vehicles of the future will run on asphalt. Another thing that will not change is the need for avalanche protection on Highway 210. We should use the limited available money for road improvements and avalanche protection – which will be needed no matter what forms transportation takes – not on increasing the current vehicle capacity. The biggest problem in the canyon is too many vehicles. The solution is fewer vehicles per person. The path toward that solution is carpooling and new transit tech. Transit tech will evolve in ways that we do not yet fully understand. Carpooling, however, is something we can understand now. We should make carpooling incentives such as tolls, preferred parking, carpooling networks and apps, and easy carpooling pickup and drop off locations. Carpooling improvements are light on infrastructure and will offer a great return on investment. For the near future, adding surface parking capacity in Sandy and at the Big Cottonwood Canyon gravel pit would help with transit and carpooling. Improvement of existing parking lots and access lanes would also offer good returns. More trailhead parking is needed; this is an immediate safety issue. Alternative 2 should be promoted. Alternative 1 does not address the current trailhead demand, while Alternative 3 is far too restrictive. Within the Canyon, the road should be three lanes: one uphill, one downhill, and a third lane separated with hard barriers. May through October, the third lane should be a two-lane dedicated bike path. Bike lanes could become an attraction instead of a hazard, and with the evolution of e-bikes, could become a viable summer transportation option for more	Website

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				<p>people. November through April, the third lane should be a reversible lane for transit and emergency vehicles only. This will require significant tech. Passing lanes and pullouts should be added and improved. Slow vehicles delaying five or more cars should be required to pull out.</p> <p>Wasatch Boulevard improvements are clearly needed; however, these should be considered independently as well as in conjunction with Canyon road improvements. It seems that Wasatch Blvd. continues to become an independent north/south traffic artery. It would be informative to see UDOT's analysis of Salt Lake Valley areas served by Wasatch in proportion to canyon areas.</p> <p>Cliff Curry, Alta, Utah June 4, 2019</p>	
1002	6/4/2019	Pautler	Mary	<p>I've been driving Wasatch, LCC and BCC roads in my own car for 10 years and have watched the traffic congestive grow. Although I've used the bus service on occasion, it is not my initial choice. I admit I represent a small part of the problem. Seeing the buses stuck in the same traffic jam makes me realize a larger scale solution is needed to impact this problem.</p> <p>Prior to living in the Wasatch, I skied front range Colorado. Parking and taking a bus to the resort was an expected part of the commute to skiing. Jumping on a bus never influenced my skiing experience, it was part of traveling to the mountains to enjoy the mountains. My skier experience is primarily based on the natural surroundings. Isn't that what we all escape the city to enjoy?</p> <p>I support a solution that aims to improve public transportation on Wasatch, LCC and BCC and restrict single cars for day use – consider the Zion NP model. Since I'm a typical single car driver, I can say that restricting my car in the canyon and forcing me to take a bus would just be part of the commute. It would have no impact on my decision to continue to travel up the canyons. However, a decision to widen the road and/or increase parking capacity at the resort would have substantial impact on me and all who escape the concrete jungle. Such a decision may help congestion for the short term but it won't be long before it's back to the current state.</p> <p>Another part of the decision that is not getting the attention it deserves; evidence is building about the negative impact of our current air quality on health. What a great opportunity to be a part of working to address that elephant in the room by promoting public transportation in our canyons.</p> <p>Thank you. Mary</p>	Website
1003	6/4/2019	Smith	Sean	<p>I don't care for the idea of widening the roads. I'd rather see the roads closed to private vehicles during the busiest times with plenty of parking at the base and good shuttle services with short wait times. The parking areas could probably use some expansion and work for the lower traffic times when the road would be open to privately owned vehicles.</p>	Website
1004	6/4/2019	Woeste	John	<p>A comprehensive transit plan needs to be developed for all the major canyons. LCC needs to be fully consistent with the plan. The plan should not include in any way an interconnect system or any other form of transportation between LCC and BCC over or through the mountains. The EIS needs to analyze all impacts, whether direct, indirect or cumulative. The emphasis should be on mass transit and ride sharing instead of more parking spaces at the resorts. Long term costs and environmental impact minimized by making mass transit free of charge to the riders.</p>	Website
1005	6/4/2019	Woeste	John	<p>A comprehensive plan needs to be developed for all major canyons. Improvements in LCC should be fully consistent with this plan. LCC improvements should not include in any way an interconnect system or any form of transportation between LCC and BCC through the mountains. The EIS needs to analyze all impacts, whether direct, indirect or cumulative. The emphasis needs to be on development of mass transit and ride sharing, not more road lanes and parking spaces at the resorts. The long term costs and environmental impacts would be reduced most effectively by making the mass transit system free of charge to the daily users.</p>	Website
1006	6/4/2019	Windley	Bradford	<p>Increasing development at the cost of environment and wildlife is putting short-term gain ahead of long-term costs.</p> <p>The solution should be based in public transportation rather than single occupancy vehicles.</p>	Website
1007	6/4/2019	Patton	Thomas	<p>Build a aerial cableway up LCC. Avalanches do not cause "red snake" traffic jams or any other kind, too much traffic does. More busses and more lanes are not the solution. Rubber tired vehicles with poor traction and too many vehicles are the biggest issues. More parking at transportation hubs where a cableway departs is the best solution.</p>	Website
1008	6/5/2019	Achelis	Steve	<p>I think the eventual solution must be reducing the number of cars in the canyon. Any other solutions are temporary. And the only ways to reduce the number of cars are to (1) make public transportation as inexpensive and convenient as private vehicles, and (2) penalize private vehicles.</p> <p>I think this can be achieved, not without pain, but all solutions will involve pain, by:</p> <ol style="list-style-type: none"> <li>1. Providing free **frequent** bus transportation throughout the day and evening (e.g., every 5 or 10 minutes during busy times). Some of these buses could be small (e.g., 12 passenger).</li> <li>2. Some buses should be express (going directly to the ski areas), but most should stop on request.</li> <li>3. Create large parking areas near the mouth of the canyon (but not at the mouth) with frequent buses.</li> <li>4. Charge cars \$10 to enter the canyon. Offer an electronic "speed lane" where people would be charged without stopping.</li> </ol> <p>Thanks Steve</p>	Website
1009	6/6/2019	Moretz	Elizabeth	<p>LCC is perfect for going car free! Similar to what is done in much of Switzerland, make multiple, large parking structures at strategic locations below the base of the canyon. From the parking structure, canyon visitors could board a frequently departing train or gondalla and be at their canyon destination quickly and without causing traffic congestion. The ski resorts could even use this as a marketing tool, as they would be one of only a few carless recreational areas in the U.S. This would be innovative, sustainable, and support tourism and the local economy!</p>	Website
1010	6/6/2019	Conklin II	Glen	<p>Did a ski trip to Switzerland right after the Utah resorts closed. We are decades behind them, the most advanced western democracy. LCC is crying out for a narrow gauge mountain railway. Then tunnel through to BCC &amp; PC. In the future, loop around to Heber/Provo via the existing rail line. This is the best long-term solution.</p>	Website
1011	6/7/2019	Smith	Chad	<p>I'm a big fan of the high T intersection, when done well. It looks like you're planning to do this intersection type at Snowbird entry 5 and also Alta. Should be great. HOWEVER, please ensure that the intersection makes sense even when snow covers the road and no road paint is visible.</p> <p>Specifically, don't do what they did with the high T intersection in BCC exiting the Solitude parking lot. Because the raised median with poles is assumed to represent the yellow directional divider in the road, people pulling out of the parking lot and wanting to go left (down canyon) get confused. I know of many people who first experienced this intersection on the winter, and assumed they must turn right and later make a U-turn, because it looked like left turns we're not allowed. I know of others who know how the intersection works and yet are afraid that when they turn left (and appear to be driving downhill on the wrong side of the median with the uphill traffic) they will run into uphill vehicles who don't realize that they don't get the whole road from the edge to the median.</p> <p>Again, the intersection is clear in the summer, but when painted road lines are covered by snow it can be confusing and dangerous.</p> <p>To resolve this, I recommend having two medians, staggered. The uphill side of the intersection would have a median as currently. The downhill side would have a median where</p>	Website

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				the yellow dividing line is currently painted in the road. And there would be no median at all in the center of the intersection, so that cars pulling out to go downhill could drive to the far side of the downhill median where they're in their own lane that will eventually merge with the downhill lane next to them. Does this make sense? I've seen it done elsewhere, and it works better, particularly in the snow when drivers take their cues from the poles in the median and can't see painted lines on the asphalt.	
1012	6/7/2019	Dalton	Maxine	I am concerned about the narrow scope of this so-called EIS. By definition and e is must addressed the entirety of the ecosystem that will be impacted by all alternatives being proposed. If I understand your narrow scope correctly, you are setting yourself up for lawsuits and justly so.	Website
1013	6/7/2019	Peer	Linda	I think transportation in the canyon should be provided by buses. Cars should be forbidden in the canyons during normal hours (say 6AM to 7PM) expect for vehicles with 4 or more passengers. Several National Parks do not allow private vehicles in certain areas, and people adjust. The 4 passenger car rule would allow families the convenience of traveling up together. Thank you.	Website
1015	6/8/2019	Adler	Frederick	Given the growth in population and limited roads and parking, it is essential to focus on public transit options for Little Cottonwood, particularly during ski season.	Website
1016	6/8/2019	Sharpsteen	Catherine	I have seen the proposed improvements and feel emphasis should be on a smooth transition away from using private cars in Little Cottonwood Canyon replacing them with frequently running free buses that stop at trailheads as well as ski areas and operate year around. Thank you for taking my comment	Website
1017	6/10/2019	Svendsen	Kathleen	Please do not widen road. Limit numbers of cars, offer bus service that runs frequently and is cheap or free.	Website
1018	6/10/2019	Trover	Randy	the primary goal of LCC has to be fewer cars in the canyon, this could be driven by ? changes to policy. Highway 210 needs to turned into a toll road. Tolls would incentivize users to car pools or take mass transit ie better busing.	Website
1019	6/10/2019	Mendenhall	Emilee	Please consider using a gondola from the large parking lot at the base.	Website
1020	6/10/2019	Reichard	Lawson	Cottonwood Canyons Transportation Statement An Overview I moved here in 1974 from Chicago to go the U of Utah. I got married and raised a family here. The ease of access to amazing recreation, while having great career opportunities, were the biggest reasons I stayed...I am addicted to playing outside. So are my family and all our friends that stayed after attending the U. The solution to the LCC/BCC/Millcreek traffic issues is complex, multifaceted, but very attainable. We want the resorts to grow and be successful, however, that needs to be balanced with protecting what brought, and keeps, many people here. The best Return on Investment (ROI), that is also easily justifiable to the most constituents, will include a low cost, low emission, energy efficient, multi-modal transportation system. It must be time efficient and predictable to all users. It needs to be flexible to accommodate increased and decreased demand for a wide variety of users. There needs to be active communication to users in how it all works. All components should be developed with minimal impacts to environmental air, land, biologic and water resources while maximizing ROI. As components to the solution are designed it will be very important to have leadership and transparency. Solutions must be based upon ROI to the general public. Studies have shown that the public does not want solutions biased toward the resorts that benefit from improved transit. Studies have shown the public wants fewer cars and more buses. More in canyon parking won't solve the problem and only delays users from using transit solutions. Solutions must not be biased by UDOT who exists to build big, cool and more projects. Politicians and executives that want big, neat projects must be kept in check. CWC leadership must use transparency to direct solutions that make the most sense based upon ROI, what studies have determined, and what the public desires. Solution Components A Capacity Study A Capacity Study be must part of the solution. You must know what capacity you want so the design will meet that goal. Excellent leadership and collaboration could create flexible guidelines for a maximum capacity of people and vehicles in the canyons. Data exists to determine maximum parking spaces and maximum people per ski lift while not degrading the user experience. The maximums will be different for varied snow and weather conditions. It would not be hard to get information to include estimates on non-skier patrons. Flexibility for growth and seasonal use can be built into the capacity maximums.  Increase Occupancy Per Vehicle Smart Bus/Shuttle/Rapid Transit Systems/Car Pooling Apps offers the best ROI. A variety of public and private buses/shuttles and carpooling will also have the flexibility to meet transportation ebbs and flows. They can also accommodate non-resort users and dispersed users. As renewable fuels and electric vehicle use increase, this would improve air quality. Investments in improved equipment over time can be made more easily as data and demand indicate. Each component of the whole system is flexible to maximize the entire system. Each component can offer incentives and disincentives to improve ridership and use as needed.  Trains would have a horrible comparative ROI. As an example, let's say a train cost is \$2B. How much does that really improve air quality and how many people does that benefit? If you used that \$2B to improve the Provo, SLC and Ogden corridors it would positively impact many times more people and have a much more positive impact of reducing air pollution. The improved productivity of getting people (locals and tourists) to places more efficiently in the valley would be a bigger positive economic impact than getting more people up the canyons.  Ariel Trams are also not a reasonable solution. From an economic standpoint, it would take users away from the effort to get people into higher occupancy vehicles. Fewer public/private transit users means higher pricing and not as convenient scheduling. It is also hard to manage luggage, skis, and things you want to bring up the canyon on trams. The viewshed degradation is also another major detractor for more folks than not. A tram does not offer the same flexibility to grow as needed that "you want so the design will meet that goal. Excellent leadership and collaboration could create flexible guidelines for a maximum capacity of people and vehicles in the canyons. Data exists to determine maximum parking spaces and maximum people per ski lift while not degrading the user experience. The maximums will be different for varied snow and weather conditions. It would not be hard to get information to include estimates on non-skier patrons. Flexibility for growth and seasonal use can be built into the capacity maximums.  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				<p>transportation ebbs and flows. They can also accommodate non-resort users and dispersed users. As renewable fuels and electric vehicle use increase, this would improve air quality. Investments in improved equipment over time can be made more easily as data and demand indicate. Each component of the whole system is flexible to maximize the entire system. Each component can offer incentives and disincentives to improve ridership and use as needed.</p> <p>Trains would have a horrible comparative ROI. As an example, let's say a train cost is \$2B. How much does that really improve air quality and how many people does that benefit? If you used that \$2B to improve the Provo, SLC and Ogden corridors it would positively impact many times more people and have a much more positive impact of reducing air pollution. The improved productivity of getting people (locals and tourists) to places more efficiently in the valley would be a bigger positive economic impact than getting more people up the canyons.</p> <p>Ariel Trams are also not a reasonable solution. From an economic standpoint, it would take users away from the effort to get people into higher occupancy vehicles. Fewer public/private transit users means higher pricing and not as convenient scheduling. It is also hard to manage luggage, skis, and things you want to bring up the canyon on trams. The viewshed degradation is also another major detractor for more folks than not. A tram does not offer the same flexibility to grow as needed that combinations of high occupancy vehicles offer.</p> <p>Transit Hubs and Base Camps Any viable solution needs to include transit hubs and or transit base camps in valley locations. Being able to park, obtain last minute supplies, shop with spare time and possibly stay a night or three could be a good economic opportunity for the towns near the Wasatch.</p> <p>Minor Road and Parking improvements Some of the improvements UDOT is working on, plus minor trailhead improvements for safety would be helpful. As an example, the White Pine lot could be reconfigured, so it is easier to pull in and drop people off and re-enter the roadway in a safer fashion. Especially when snowbanks were as high as this last season which created blind turn corners. Slower speeds could also be required near trailheads and big turns. Turn out and in lanes for select trailheads should be studied for environmental impact and safety.</p> <p>A less desired (from an ecological perspective) and more costly solution could be to expand the bike lane enough so it could be used as needed for a third lane. Two-way traffic up and down during prime-time hours or use for only multi- passenger and public transit vehicles could provide short term relief. By now most people realize adding pavement, parking and cars is at very best a short-term improvement and slows getting people into transit.</p> <p>A few snow sheds over the most prone avalanche paths would be a costly solution for the number of days they are needed or used. It's hard to weigh that against the safety benefit, but worth the study. They would need to be built for 3 lanes if a 3rd lane solution is a component that is used.</p> <p>Incentives and Disincentives Tolls for use and fees for parking are a great way to boost demand for public and private transportation solutions. Fees can be adjusted as data and feedback accumulate. Possibly, since the resorts benefit the most from increased traffic, they can help subsidize public transportation. They can offset some of that with charging for parking. Resorts can improve commuting for employees which leaves more parking for customers and non-resort patrons. Resorts can improve upon their initial efforts to incentivize combinations of high occupancy vehicles offer.</p> <p>Transit Hubs and Base Camps Any viable solution needs to include transit hubs and or transit base camps in valley locations. Being able to park, obtain last minute supplies, shop with spare time and possibly stay a night or three could be a good economic opportunity for the towns near the Wasatch.</p> <p>Minor Road and Parking improvements Some of the improvements UDOT is working on, plus minor trailhead improvements for safety would be helpful. As an example, the White Pine lot could be reconfigured, so it is easier to pull in and drop people off and re-enter the roadway in a safer fashion. Especially when snowbanks were as high as this last season which created blind turn corners. Slower speeds could also be required near trailheads and big turns. 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The App must be updated so that when storms hit people can use the live information to best determine if and how to access the canyon transportation systems. Resorts, UDOT, UTA, Utah Avalanche Center and other organizations would need to collaborate and post information. Storm days will need the most updating. This will add cost to all departments so collaboration must result in determining how to share costs up front and moving forward.</p> <p>Summary It will be crucial for the Central Wasatch Commission to be a high caliber, effective, and transparent leadership team. They must bring people together and reach fair decisions. After completing a capacity study, the solutions above could be utilized and adjusted to meet optimum capacity as demand ebbs and flows during each season. ROI, user experience and other data should be measured and shared. It would also make sense to experiment with components to see what works best and build upon the successes.</p> <p>Capital investment and maintenance expenses could be utilized over time instead of a massive expense up front that could leave the maintenance of the entire system postponed. The bottom line is a high occupancy vehicle transit system would cost less, leave more money to adjust where needed, and offer a much higher return on investment. The public would be informed of the process and use it. Officials could be reelected, and executives would be rewarded for a job well done.</p> <p>Lawson Scott Reichard</p>	



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1021	6/10/2019	Becvar	Austin	Two suggestions. One is almost free.. 1. Make the canyon uphill only traffic from 6-10am and downhill only from say 3-5? 2. Build a large parking area near the base of the canyon or even 1/2 down the road and add a tram or high speed gondola. People do not like riding bus'. Theyare too slow and too cramped. They are also not comfortable for a windy mountain road. With a tram/gondola people will have easier and quicker access to the base area and their vehicles which the bus does not provide. DO NOT ADD TOLL'S. Thank you.	Website
1022	6/10/2019	Garcia	Carla	What would the impact be on motorcyclist? Especially if a toll is implemented? The canyon in summer is a beautiful ride. Would a toll be implemented only during ski season or year round? I ride with a large group and having to stop for a toll is inconvenient, hard on the motorcycle, cause back up and could be dangerous for the group waiting for all the bike to get through. Carla	Website
1023	6/10/2019	Powers	Mike	Another lane in LC is a band aid solution! A train is the best solution for long term traffic as well as air quality. Additionally, Snowbird and Alta should not have the last say in the solution as they have apposed the idea of a entry fee for many years claiming it would reduce skier numbers. This is a joke as a parking fee in CO does not stop people from skiing Aspen...	Website
1024	6/10/2019	Jones	Brian	The first rail line up Little Cottonwood Canyon was constructed in 1875. In 1876 snow sheds were built over much of the rail line to protect it from avalanches. The 'China Wall' was built in 1876 to support these snow sheds and is best preserved along the north side of the road between Tanners Flats Campground and Snowbird. This is an amazing architectural achievement. The name 'China Wall' is probably derived from Chinese workers who built it after completion of the transcontinental railroad in 1869. The rail line itself is best preserved between the campground and the road, where it makes a broad turn. The rail line and the 'China Wall' are both archeological sites and will be destroyed if the road is widened. The old rail line can be faintly traced elsewhere in the canyon and these traces will also be potentially destroyed by widening the road. These features are all federally protected by the Archeological Resources Protection Act. Thank you for your consideration.	Website
1025	6/10/2019	Bateman	Joe	I've written several comments on this proposal. I want to reiterate the need for giving buses priority, as well as year round bus service. Tolling the road would incentive people to take the bus. Giving buses priority up the canyon would go get people out of their cars. Please look into options that put the priority on buses.	Website
1026	6/10/2019	Kurt	Gumbrecht	with only	Website
1027	6/10/2019	Howze	Ray	I am a Salt Lake resident. After the 2017-18 ski season, I completely left behind resorts in Big and Little Cottonwood canyons because the traffic was so unpleasant. I opted to travel up Parley's Canyon instead, driving my own car instead of taking a bus I would much rather ride on to the resorts. The hardest part about taking the bus is the time it takes to get up the canyon. As you probably know, this is because the bus also has to sit in the same traffic as everyone in their cars. Those bus rides are sometimes long (1-2 hours) and can get very hot, resulting in some people getting motion sickness. It makes you think you'd rather sit in your car instead of trying to help traffic congestion on a bus. While I cringe at the idea of hurting the canyon landscape in Little Cottonwood, a designated bus lane seems like it would alleviate a multitude of problems and further incentivize people to get out of their cars. Please consider the pros and cons to this idea. It seems that over time, the pros could outweigh the cons.	Website
1028	6/10/2019	Chipman	Scot	Widen the canyon to three lanes, use two up in the morning and one down then switch to two down in the afternoon and one up.	Website
1029	6/10/2019	Nelson	Mike	The road should have been widened years ago to three total lanes. To relieve congestion make tow of the three lanes for up canyon travel in the morning then switch and have two lanes for down canyon travel in the afternoon.	Website
1030	6/10/2019	Parker	Alex	I believe that any plans should include provisions for active transportation. Cycling up Big Cottonwood this past weekend was and continues to be a frightful experience in many places due to the bike lane width and the increased traffic.	Website
1031	6/10/2019	Motoki	David	Primary objective should be increased utilization of public transportation as opposed to private vehicles. Large parking structures near LCC base and a separate uphill lane for buses only seem like a good option. Charging a toll for private vehicles would encourage use of public transportation. Connecting Park City resorts and Big and Little Cottonwood Canyon resorts using a chairlift or gondola system would also decrease vehicle traffic.	Website
1032	6/10/2019	Pimentel	Richard	Adding a third lane dedicated to buses and shuttles seems to be the least worst of the options available so I support it. But in addition we need larger parking lots, more buses, and bus stops at the three major trail heads in the canyon. Also, the best way to get people out of their cars is to make the ski buses free!!	Website
1033	6/10/2019	Pimentel	Richard	The only way to really get a handle on the avalanche problems in the canyon is to build avalanche sheds at the key slide paths. A good example of this is Rogers Pass in British Columbia.	Website
1034	6/10/2019	Palmer	Pamela	There are three giant parking garages that are mostly empty during the weekend at the junction of 6200 S and Wasatch DR. These could be easily utilized for canyon parking as the bus line runs directly at these locations. If there is a need for business parking during the weekend, these spaces could be allocated on the first floor and the higher floor level for canyon parking.	Website
1035	6/11/2019	Garcia	Jane	1) Build 2 large parking garages/lots near the 2 canyons (Big and Little Cottonwood) and have UTA buses that circulate up and down the canyons. 2) Only employees, people staying in the resorts and people who live in the canyons are allowed up. 3) Only vehicles with at least 4 passengers allowed up and charged a "stiff" fee (\$10/passenger)	Website
1036	6/11/2019	Donnester	Lori	Several years ago, I visited Andorra, a small country in Europe between France and Spain. The topography reminded me of Little Cottonwood Canyon. And there the comparison ends. Because the developers wrecked it. They ruined what once was a beautiful canyon. It's been overbuilt so much so that the view of the majestic Pyrenees is blocked by building after building after building. The asphalt overruns what once was a beautiful green mountainside. Signage overruns the previous picturesque landscape. It was disgusting. It made me physically ill. We cut our trip short and checked out the day after we arrived. Clearly the overseers of what once was a beautiful countryside exploited it. Thoughtless short-sighted greed engulfed and destroyed natural beauty the same way a fire devours a defenseless forest, devastating everything in its wake and leaving nothing but charred, black embers in place of acre after acre of magnificent, towering timber. Let us not be them. Let us think. While deciding how to improve traffic up and down the Cottonwood Canyons, let our first thought always be of the splendid, stunning natural resource that is the Wasatch. Let's find a way to transparently search for a time-efficient, low cost, low emission, energy efficient, multi-modal transportation system. It should be flexible to accommodate increased and decreased demand for a wide variety of users. There needs to be active communication to users in how it all works. All components should be developed with minimal impacts to environmental air, land, biologic and water resources while maximizing ROI. We've already completed studies that show that the public does not want solutions biased toward the resorts that benefit from improved transit. Studies have shown the public	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>wants fewer cars and more buses. More in canyon parking won't solve the problem and only delays users from using transit solutions. Solutions must not be biased by UDOT. UDOT is programmed to think expansion. They are programmed to think about big projects. Politicians and executives that want big, neat projects must be kept in check. CWC leadership must use transparency to direct solutions that make the most sense based upon ROI, what studies have determined, and what the public desires.</p> <p>Some solution ideas:</p> <p>Do a capacity study. I'm a retired Financial Controller. Accurate, solid data is important to be able to forecast and foresee what is needed. A building built upon a sand foundation sinks and falls. Let us build a solid foundation first. Know what capacity you want so the design will meet that goal. Excellent leadership and collaboration could create flexible guidelines for a maximum capacity of people and vehicles in the canyons. Data exists to determine maximum parking spaces and maximum people per ski lift while not degrading the user experience. The maximums will be different for varied snow and weather conditions. It would not be hard to get information to include estimates on non-skier patrons. Flexibility for growth and seasonal use can be built into the capacity maximums.</p> <p>Increase Occupancy Per Vehicle. We all live with our phones these days. Let's use them to help us. Smart Bus/Shuttle/Rapid Transit Systems/Car Pooling Apps offers the best ROI. A variety of public and private buses/shuttles and carpooling will also have the flexibility to meet transportation ebbs and flows. They can also accommodate non-resort users and dispersed users. As renewable fuels and electric vehicle use increase, this would improve air quality. Investments in improved equipment over time can be made more easily as data and demand indicate. Each component of the whole system is flexible to maximize the entire system. Each component can offer incentives and disincentives to improve ridership and use as needed.</p> <p>Trains would be a bad solution. Number one – that would have a horrible comparative ROI. As an example, let's say a train cost is \$2B. How much does that really improve air quality and how many people does that benefit? If you used that \$2B to improve the Provo, SLC and Ogden corridors it would positively impact many times more people and have a much more positive impact of reducing air pollution. The improved productivity of getting people (locals and tourists) to places more efficiently in the valley would be a bigger positive economic impact than getting more people up the canyons. Number two – let's not create the Andorra mess. Let's not put so many people up the canyons that they become crushed by the consumers who came to enjoy them.</p> <p>Ariel Trams are also not a reasonable solution. I'm a small woman. I can't manage my luggage and skis by myself. How could a family do that, especially a family with small children? And once again, the viewshed degradation is simply not acceptable. In addition, a tram does not offer the same flexibility to grow as needed that combinations of high occupancy vehicles offer.</p> <p>Transit hubs and base camps in nearby valley locations are the way to go. Being able to park, do some last-minute shopping and browsing, and maybe stay an extra night or two could create additional economic opportunity.</p> <p>Some of the improvements UDOT is working on, plus minor trailhead improvements for safety would be helpful. As an example, the White Pine lot could be reconfigured, so it is easier to pull in and drop people off and re-enter the roadway in a safer fashion. When snowbanks become high as they were this last season, it created unsafe blind turn corners. Slower speeds could also be required near trailheads and big turns. Turn out and in lanes for select trailheads should be studied for environmental impact and safety.</p> <p>Snow sheds should be studied. Snow sheds over the most prone avalanche paths would increase safety and traffic during those famous powder days that we all know and love.</p> <p>I am all for tolls. Tolls change behavior to the desired behavior and create a useable revenue source. Fees can be adjusted as data and feedback accumulate. Possibly, since the resorts benefit the most from increased traffic, they can help subsidize public transportation. They can offset some of that with charging for parking. Resorts can improve commuting for employees which leaves more parking for customers and non-resort patrons. Resorts can improve upon their initial efforts to incentivize carpooling and add disincentives for driving solo. There are a lot of options for tolls.</p> <p>The transit solutions are complex. Let's develop an APP or central location where all canyon transit-related information is located. The App must be updated so that when storms hit people can use the live information to best determine if and how to access the canyon transportation systems. Resorts, UDOT, UTA, Utah Avalanche Center and other organizations would need to collaborate and post information. Storm days will need the most updating. This will add cost to all departments so collaboration must result in determining how to share costs up front and moving forward.</p> <p>Let us be transparent so the public knows and understands what is happening. Businesses move to Utah in part due to the educated work force. Let us respect our population's intelligence. Let us build a well thought out, collaborative system that works. Let us be a shining example, not only to our country but to the world. Let another Andorra never happen again.</p>	
1037	6/11/2019	Jamison	Janet	In reading your proposal, it seems as if UDOT is trying to increase single vehicle traffic but making it less congested. The current number of cars that are in the canyon is horrible; we need to significantly reduce that number. Increasing bus service, including in the summer, and making it less expensive to ride is a reasonable step. Charging fees for vehicles of people recreating with fewer than 2 or 3 people in the vehicle would encourage mass transit riding. Our canyon is simply too fragile to add more concrete and cars into it.	Website
1038	6/11/2019	Ringsen	Ken	There are 3 types of travellers on Wasatch Blvd. Recreational, Commuters and Local neighborhood. Why must you pit all 3 of these of these against each other battling over use of two major intersections at the canyon mouths? Recreational and Local can't be diverted, that is their destination. Commuters can be diverted away from the canyons. I can't support any option that does not divert Commuters away from the mouths of the canyons. This is a no-brainer.	Website
1039	6/11/2019	Hackmann	Derek	As mentioned in some areas I feel the immediate priority needs to be an increase in the people/vehicle ratio. The quickest and most effective way to do this is to change the economics of driving in the canyon. Charging a fee of ~\$10 (>bus ticket) for (non-electric) single occupancy vehicles would immediately reduce the # of cars, incentivize car pooling and provide funds for add'l parking at the base and potentially also funds to subsidize bus service to further reduce this cost.	Website
1040	6/11/2019	Mehregan	Brian	LCC has become an unsustainable, uncontrollable mess. During the 2018-2019 season, the amount of multiple hour traffic jams was unprecedented. There needs to be a deterrent for those looking to drive. Whether that be a fee for the canyon, or less convenient parking, something must be done. Along those lines, transportation for non-drivers needs to be fast and free from traffic to convince people to make the change.	Website
1041	6/11/2019	Hinman	Brett	I don't believe we need more parking or wider roads, but better mass transit with more substantial parking outside of the canyon. This includes better connections from Downtown/University areas. I believe the priority should be less cars, period.	Website
1042	6/11/2019	Newmark	William	The solution to highway crowding is to require all visitors use public transportation during the ski season or require that no fewer than 3 individuals in each vehicle be permitted to park in Little Cottonwood Canyon during the ski season. Additional parking lot construction should be banned. Finally additional bus service should be schedule for Little Cottonwood Canyon during the ski season.	Website
1043	6/11/2019	Wilkes	Nick	Do not expand roadways or parking. Leave the natural habitat untouched. Provide better mass transit to reduce the number of vehicles in the canyon. Find parking outside canyons to help people getting on transit in the canyons. Improve mass transit connections to and within the canyons. Increase frequency of bus schedule. Incentivize carpooling.	Website

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1044	6/11/2019	Nelsen	Jana	I don't believe construction in the canyon and wider roads is the answer. It blows my mind how many vehicles I see with only have one person in them when driving up our canyons. A better alternative would be to require these people ( sometimes myself ) to take the bus up and allow those considerate enough to car pool to drive up.	Website
1045	6/11/2019	Jackson	Nick	UDOT should prioritize public transit and carpooling. Please do not widen the road, it will only lead to more traffic eventually.	Website
1046	6/11/2019	Logan	Gary	I've been skiing the Cottonwood canyons since the early 60's and the changes throughout all these decades has been astounding. Driving up to Alta and the other ski areas was easy and quick and, in retrospect, unsustainable. Anymore, it isn't just the traffic that has "driven" me away, but the crowds at the resorts. I can't really think of an amenable solution but whatever is done I don't want to encourage even more traffic in the canyon. Perhaps a fee system would limit some, but I think controlling the traffic on Wasatch and in the canyon is going to take something more radical - perhaps a series of parking lots (though I don't like the image this evokes) associated with a train or "train" - very frequent - series of electric buses. Sadly, I must accept the canyons and mountains just aren't what they once were.	Website
1047	6/11/2019	Nesse	William	In the past few Winters I've seen the traffic in LCC and BCC grow to be frustratingly difficult. The Summer months as well have their problems with difficult parking at popular spots. The negative experiences with traffic and parking to go skiing have made me adjust my activities. I had this past winter planned to take my daughter (9yo) to go skiing. I purchased seasonal rental skis, but discovered that it was impossible to go and impossible to park. With that and the long lift lines, I gave up. My daughter will not be a skier. I do go backcountry skiing a lot as well. Many of the trailheads are full if you don't go very early. This is manageable for now. Looking forward 20 years there's no way we're on a sustainable path. There's no way that a few extra parking spaces will be able to make a real difference. We need buses and a dedicated bus lane. Rather than putting more asphalt in the canyons, make more parking in the valley and run more buses. I think the public will be sold on buses when the public sees the buses roll past while they are stuck in traffic.	Website
1048	6/11/2019	Livnat	Laura	The Little Cottonwood road is very narrow, and not conducive to expansion to multiple lanes. That would be too expensive both in money and in environmental resources. I would recommend more park n ride parking outside the canyon, and bus service at least every 45 minutes, even in summer. In addition, I think Little Cottonwood would benefit from the addition of pull outs, similar to the ones found in Scotland, UK, in the Highlands. These pull outs would not be for parking, but allow for slower cars to allow others to pass. They could also allow emergency vehicle use for safety. These paved pull outs would just be enough for a car to pull over safely in the canyon, and could be built where it makes sense as an alternative to creating another lane. The pull outs could be used for short viewing and photo ops, but not for any sort of long term parking. Vehicle owners would have to stay with their car, or get it towed.	Website
1049	6/11/2019	Lehmkuhle	Mark	I would like to see more of a mass transit opportunity to get up the canyon - whether that is by bus, train, etc., with improved parking facilities in the vicinity of Wasatch Blvd. I am opposed to expanding the roadway to increase traffic, increased parking in the canyon, and expanding parking facilities at trail heads. Instead, a dedicated transit center with adequate parking whereby the transit has its own dedicated right-of-way up the canyon could drastically mitigate many of the winter/summer congestion and safety challenges thereby encouraging ridership. Thank you.	Website
1050	6/11/2019	Battie	Ash	Our canyons do not need more vehicles, what they need is a well thought out public transit system, along with parking available outside of the canyons so people are encouraged to carpool. Please consider keeping little cottonwood canyon as close to wild as possible, do not expand roadway capacity or parking within this beautiful canyon. Let keep it beautiful!	Website
1051	6/11/2019	Hoover	Robin	A train up the canyon would be a good idea. Instead of adding lanes (still lots of exhaust!) just promote more public system. I know that the busses already exist, but they're stuck in the same issue of passenger cars and traffic. A train would bypass these issues as it wouldn't share the tracks.	Website
1052	6/11/2019	Pellegrino	Benjamin	Widening the road will just cause a larger bottleneck and increase congestions. Please just make the flow up the canyon better. add Avalanche sheds to not have to worry about road closures. Add a better bus service. charge for non carpool , charge for parking at the resorts for non-carpool . 4 or more free, 3 people \$3, 2ppl \$5, 1prsn-\$8. you will just be adding to the problem.	Website
1053	6/11/2019	Lingenfelter	Isobel	There should be less cars allowed up the canyon. No more parking spaces should be built in the canyon, only outside the mouth of the canyon so people can park and then go up the canyon via public transit services and carpooling. A study should be done on how effective it would be to give residents in the canyon permits to drive up the canyon and then restrict all other access except by public transit to get up the canyon. If only buses, bikes, and permitted residential vehicles were allowed up the canyon traffic might be dramatically improved as well as public access but we need a study to find out. For instance, people who don't own vehicles and have to sit in car traffic in a bus to get up the canyon to recreate might have much improved access while people who would switch from driving to transit would maintain or improve their access in regard to how long it takes them to enter and exit the canyon. My friend was able to run down Little Cottonwood Canyon in less time than it took for his wife to drive down the canyon after a day of skiing.	Website
1054	6/11/2019	Paget	Emmy	As a resident of Salt Lake City and an employee of Alta ski resort I have had to make the commute from the valley to the resort many times. I have been stuck in frustratingly long lines many, many times, but I don't feel the solution involves making more room for vehicles. If the road is widened and parking is increased we will just see more cars heading up and we will be back to the same problem we have now. Furthermore, we have a huge air pollution problem in the valley already and getting cars off the road is where we need to be headed, not accommodating more. I have two small children in car seats that I bring with me to work at Alta so for me the bus is very difficult, but I would love to fill my car with other folks needing rides up the canyon. Ideas that would actually help the situation in my opinion: moving and/or expanding the parking area that is currently at the base of LCC would allow more carpooling (This lot is tiny!). Charging fees for cars that are single occupant and giving benefits to those that carpool. Advertising and encouraging people to use Snowbirds new RIDE app. Free ski bus for everyone. Please help us move in the right direction, Emmy Paget	Website
1055	6/11/2019	Villegas	Marielle	Please do not expand the roads to accommodate more vehicles. While i do realize it might be nice for some the environmental impact is not worth it and goes against what the majority of users actually want. Please preserve our canyon. Thank you	Website
1056	6/11/2019	Feldman	Michael	Europeans have successfully made ski areas non-traffic towns, only allowing vehicles for property owners, employees, service and product suppliers, and emergency vehicles. They have devised user friendly and properly designed and scheduled public transportation systems. If you want to change our public's riding behavior, you need to offer a practical, convenient, and cost-effective alternative. Tolls, and road widening, will not. Don't re-invent whast already has been proven to work.	Website
1057	6/11/2019	Du Mont	Lyn	It is more critical than ever to preserve and protect these areas from a burgeoning population.	Website

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1058	6/11/2019	Laun	Margaret	It doesn't make sense to expand the road because there is not adequate parking for an expanded road. Why not just provide better transportation up the road, more frequent busses, better parking below, incentives to ride the bus, like make it free but you have to pay to park. We are in a new world, one of mass transportation so please join the new world.	Website
1059	6/11/2019	Richardson	Rebekah	Look at various mass transportation systems in the canyons (bus, gondola, rail, etc), but do not accommodate more parking or private vehicles in the canyons by expanding roadway capacity or by building more parking. The private car traffic up the canyons is increasing and absolutely horrible during powder days. I firmly believe that there needs to be less parking in the canyon and much better and reliable public transport. It would be great if this could accommodate stops at multiple common trailheads. I would suggest creating a cost associated with private vehicles or incentivize carpooling and public transport.	Website
1060	6/11/2019	Juarez	Olivia	Hello, I am strongly opposed to roadway expansion in Little Cottonwood Canyon. I recreate in this canyon year round and would like to see more parking available at the mouth of the canyon and nearby public transit lots, and significantly expanded public transit bus service to access trailheads, resorts, and more in the canyon. I also encourage UDOT to organize opportunities for car pooling. I have been an Alta Ski Resort pass holder for the past 4 years and encourage UDOT to work with Alta, Snowbird, and other businesses for regular private shuttles to transport people to and from ski areas. The most important thing UDOT can do for our community is manage traffic in Little Cottonwood Canyon mindful that expanding the roadway will only increase individual vehicle traffic, further deteriorate air and water quality, and grow local contributions to climate change and do everything you can to remedy these ailments. Please make public transit and other mass transit bus options your priority, NOT highway expansion! Thank you.	Website
1061	6/11/2019	Malman	Jesse	The solution is not to add more lanes to allow more cars up the canyon. We should be doing everything possible to prevent more cars from going up. 1) tolls for vehicles with only one person 2) Improved bussing (more busses, more frequency) 3) More parking near base of canyons (parking lots are full by 8am on weekends) 4) Incentives to carpool (prime parking at ski areas) 5) Direct bus lines from a few neighborhoods around the valley 2x per day on weekends (Sugarhouse, Mill Creek, Holliday, etc) Adding more lanes is not the answer. This only encourages more cars to go up. We need to discourage people from driving up while at the same time offer better alternatives.	Website
1062	6/11/2019	Souvall	Brianna	PLEASE do NOT expand the freeway. Keep Utah beautiful and wild. This expansion is not necessary.	Website
1063	6/11/2019	Torres	Helani	Hey I got this from Izzy. Please comment! I don't want the roadway expanded up little cottonwood canyon and instead would like to see more parking available at the mouth of the canyon and expanded public transit service to get up the canyon as well as opportunities for car pooling. After taking several transportation planning courses I can say this is the best solution to reduce LCC's traffic congestion.	Website
1064	6/11/2019	Brown	Melissa	I am an avid skier in the winter and an avid hiker in the summer particularly in Little Cottonwood Canyon. Last winter was a disaster! We had extremely long lines to get up the canyon. Those lines were so bad that the only solution was to arrive at Alta before 8 am and then leave before 3. There is another solution. Please consider mass transit options. How I see this is a third lane that goes up for busses in the morning and down for busses in the afternoon. Busses are the only ones who can use this lane. Then add additional parking for ski busses in the form of giant parking structures on the already existing or new lots at the base of the canyons. In this way people are encouraged by the speed at which the busses can make it up and down the canyon. In addition I would love to see a charge at the bottom of little cottonwood canyon for use of at least 3 dollars or more per time. No charge is necessary for the busses. I also would love to see ski resorts charge as much as 20 dollars a day to park at the resort. I do not currently use the bus system because it ends up taking me a lot more time to get to the resort but if I could cut the line by having a dedicated bus lane and by having parking at the bottom of the canyon I would for sure use it! By charging for parking you would get even more people on board and by charging for using the canyon we could improve the facilities in the canyons and improve the hiking trails.  In addition I live in Heber. I would love to see another method made for accessing the canyon by way of gondola from Midway. I know this is a stretch but I don't even need to use the road system if there is a gondola but to the top of mountains. It would be an excellent way to help take the cars off the road for people on the wasatch back. There are more of us than you think who regularly use the canyons.	Website
1065	6/11/2019	Catino	Erme	Dear Commission, As a full-time BCC Canyon Resident it's important that we do not allow the ski resorts to dictate the future of our Wasatch Mountains at the expense of our watershed, natural resources, water quality, etc. Rather than more concrete and parking within the canyon, we need mandatory public transit. We also need tolls in both canyons, since joy riding causes severe traffic and congestion during the summer. Widening LCC isn't a long term solution. Also, connecting LCC to BCC isn't a transportation solution either. It's a way to sell more ski tickets and a false narrative dictated by Ski Utah and a few ski resorts looking to make a buck. Our ski traffic is coming from out of state and throughout the Salt Lake Valley. We need to find parking outside of the canyons, at the bottom of both LCC and BCC to help people get on transit. We also need to implement long term solutions, such as closing these roads entirely (except for avalanche personnel in the winter) and using mass transit - for both canyons. Additional parking within the canyons is just going to create a bigger problem while ignoring the fact that we need cars off the road. There's no more space to put them, and more importantly the Central Wasatch is small - it can not accommodate that many people anyway before natural resources are destroyed.	Website
1066	6/11/2019	Pendergast	Mary	1.1.2 Background of the S.R. 210 Project 1.1.2.1 Environmental Impact Statement The statement 'The canyon is home to two internationally recognized ski resorts, Alta and Snowbird, and includes parts of two National Wilderness Areas: Twin Peaks Wilderness to the north and Lone Peak Wilderness to the south. Winter recreation activities include skiing at the resorts, backcountry skiing, snowshoeing, and ice climbing. In the summer, the resorts offer abundant recreation opportunities, and land administered by the U.S. Department of Agriculture (USDA) Forest Service is used extensively for hiking, cycling, rock climbing, fishing, camping, and picnicking.' Needs to be followed-up by mention not only of the recreational opportunities but by the native wildlife communities and native plant ecosystems. A sentence or two mentioning LCC as part of the Central Wasatch Mountains as host to a diversity of wildlife (plants and animals) and crucial wildlife corridors is needed. Where ever the document gives consideration to recreational and water resources, so too must consideration be given to maintaining functioning ecosystems, wildlife corridors, and native wildlife/plant populations.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1067	6/11/2019	Wahoff-Stice	Donna	Allowing more lanes for cars and more areas for parking are not solutions for congestion in any of the canyons of Salt Lake City. These proposals are the antithesis of where we should be moving. Our air quality is already poor. These proposals will only make air quality worse. We need to be proactive and consider only options that promote mass transit and preserve our environment.	Website
1068	6/11/2019	Barone	Mark	We should seriously look to the future for access to Little and Big Cottonwood Canyons. Building bigger roads and creating more parking in the canyons will ruin the natural environment we so cherish. We must pursue mass transportation. In my opinion a Gondola system above the road would be a great solution! The advantages are: Very little impact to the environment, Safer than snow covered roads Safer from avalanche danger Cleaner-less road pollution from salt and automobile chemicals Fun and Scenic	Website
1069	6/11/2019	Nickerson	Deanna	Thank you to UDOT for allowing public comment regarding traffic congestion in LCC. As UDOT considers how to spend their allocated \$66 million to improve canyon congestion, I hope not a single cent is spent to accommodate additional private or rental vehicles. I am in support of funds allocated to bolster public transportation options (more buses with expanded schedules and more parking outside of the canyon) as a method to reduce the number of private vehicles traveling up and down the canyon as well as a toll fee imposed on private vehicles to encourage more bus usage. Please do not add an additional lane or any additional parking, rather use your reach and funds to encourage more public transportation usage. We need to get people out of their cars, work to reduce air pollution, and improve pedestrian safety with less impact to the natural beauty of the canyon. Also, please consider the need for additional busing at earlier hours during the winter for "powder days." When you have thousands of skiers and snowboarders wanting a taste of "first tracks," the traffic line is already backed up on Wasatch Boulevard by 7am for both Big and Little Cottonwood Canyons. I recognize that the ski bus begins at 6am however, parking fills up quick and I think it would help to have buses running more frequently and additional parking options. Having more money to support this would help congestion drastically.	Website
1070	6/11/2019	Baveda	Igor	Please consider more public transportation availability. Adding more lanes will only add more damage to the fragile environment of the canyon. Thank you.	Website
1071	6/11/2019	Smith	Sheldon	Decreasing vehicles on LCC road and at LCC trailheads (year-round) should be the Study Team's #1 priority. Unless parking lots can be built that will provide convenient access for carpooling and mass transit up and down LCC, I think a toll system should be put in place to discourage single user traffic and encourage carpooling. Thank you for this opportunity.	Website
1072	6/11/2019	Watkins	Fred	Limit access to BCC or LCC to vehicles with a plate that has an even last digit to even date days and vehicles with an odd last digit to odd numbered days. The benefits are that is is cheap, it will cut traffic bay about one half, and it would surely increase the number of passengers in a vehicle.	Website
1073	6/11/2019	Smith	Madeleine	DO NOT EXPAND THE ROADWAY	Website
1074	6/11/2019	Bernard	Brent	This is such an important issue and so many people that moved to this valley treasure this canyon. I understand the complexity of the issues. Therefore I have to state that more cars, more roads is not the answer. I can understand a 3rd lane but what we really need is more buses and or charging high fees to drive your car up if you do not take a bus. Having more buses also requires more parking so why not buy the gravel pit and put a multi deck parking structure on it. I'm sure there are challenges to this but it's the only remaining space in the region! So in conclusion, we need more buses, direct to Alta and direct to Snowbird. Thank you for the opportunity to comment.	Website
1075	6/11/2019	Clark	C	Please consider the capacity of the Wasatch. Our beloved mountains have already been dubbed "Wasangeles" because they are so over-crowded. That negates their beauty. These are precious areas, but they lose their ability to provide solace when they are over-used. We need to strive to eliminate private cars. Unfortunately, we've reached a point where the number of users needs to be limited. Allowing access only by bus and charging a user fee would help preserve our beautiful mountains. There is no place for additional rail lines, gondolas, or canyon-to-canyon links. These all would detract from what is left of the wildness of the mountains. We need to value and protect wildlife, clean water, and serenity. Please do not choose any solution that increases the crowding or our mountains. Thank you for thinking of the future.	Website
1076	6/11/2019	Forman	Kirstin	Please encourage people to take the bus up the canyon as opposed to increasing single cars driving up the canyon. This will help congestion and pollution. Do NOT widen the canyon road.	Website
1077	6/11/2019	Beling	Linda	No additional cars or parking in the canyon. Please figure out how to improve mass transportation to move people up/down the canyon. I would even support closing the canyon to car traffic so public transportation would be the only option.	Website
1078	6/11/2019	Anderton	Katie	We do not need more public roads. Let's keep nature at the purest we can and leave it alone. Do not put more public access into this canyon.	Website
1079	6/11/2019	Keller	Meg	I strongly oppose widening the roads to allow more traffic up either of the canyons - doing so will change the feel from wilderness to a highway. I've always thought a zion type shuttle system would work really well year round. If people have to take public transportation they will, if we remove the decision for them. If left to their own devices, they will continue to drive, clog up the canyon, and create traffic problems.	Website
1080	6/11/2019	Alling	Danielle	As a resident of Salt Lake and an avid user of our canyons, I think we need to be creative in finding solutions for canyon congestion. Simply adding more lanes is NOT the answer I want UDOT to move forward with. It will adversely impact the beauty and wildness of Little Cottonwood Canyon, and it's like saying the best way to address one's obesity is by loosening one's belt, rather than healthy dieting and exercise. Please prioritize mass transit and NOT additional lanes when finding a solution. Add more park-n-ride lots, more frequent bus service, encourage carpooling and work with ski resorts to reward that type of behavior.	Website
1081	6/11/2019	Bourke	Margaret	I applaud efforts to improve safety along LCC/SR210. Parking and travel improvements are components of this study, including possible snow-sheds. However, considering capacity only of the road is short-sighted and will ultimately lead to a failure to achieve one of the needs identified for the study; namely, the need to "improve recreation and tourism experiences for all users of the canyon." Considering "character, natural resources, watershed, diverse uses, and [the] scale of Little Cottonwood Canyon," requires one to first consider the carrying capacity of the canyon itself, or there will be little or no improvement. The EIS focuses on LCC. However, the current "need" statement describes the central Wasatch Range, as providing "vast numbers of recreational opportunities." (§1.4.2.2) As finite resources, the Wasatch and in particular, LCC provide many opportunities for recreation, but not an infinite number. May 22, Governor Herbert signed a shared stewardship agreement with United States Secretary of Agriculture, Sonny Perdue. In that agreement, Utah and the USFS commit, inter alia, to "protecting and restoring watersheds, improving wildlife habitat and recreation opportunities...", "protecting at-risk communities and watersheds across all lands..., [and]	Website

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				<p>engaging local communities in planning and decision-making....” This suggests the EIS can and should conduct analysis on the carrying capacity of LCC with an eye to the various points and modes of recreation, while simultaneously examining wildlife habitats, forest health, protecting the watershed’s clean water, and maintaining the canyon’s clean air, in cooperation with Utah’s Department of Natural Resource’s Watershed Restoration Initiative, and USFS personnel. Any “environmental assessment” must consider carrying capacity. LCC within the Uinta-Wasatch-Cache Forest provides some important space for visitors and residents, but also, for many species of flora and fauna. Perhaps not a recognized biodiversity hotspot, the United Nations’ Biodiversity Report (<a href="https://www.un.org/sustainabledevelopment/blog/2019/05/nature-decline-unprecedented-report/">https://www.un.org/sustainabledevelopment/blog/2019/05/nature-decline-unprecedented-report/</a>) recently linked loss of species and habitats directly to human activity. What are and will be the effect on native species in Little Cottonwood Canyon with human visitation increases in all seasons? Will increased protection of natural areas or greater habitat connectivity be required to provide more wildlife corridors? Can species be resilient, no matter the number, season, location and activity of people present?</p> <p>The USFS requires permits as a way to provide a quality recreational experience in many, many areas. Another area was added as a permit area near Glenwood Springs, CO, May 1, 2019, the Hanging Lakes Trail, #1850. Salt Lake District Ranger, Rebecca “Bekee” Hotze told the Alta Town Council, April 18, 2019, the USFS welcomes a capacity study discussed/envisioned by the Central Wasatch Commission. I believe such a study should be undertaken and concluded before any plans are studied for either maintaining or increasing road or access capacity for LCC.</p> <p>The goal of “providing access to green spaces” requires those spaces to remain green. With no attempt to understand what it takes to keep those spaces green, it is possible those areas will lose their “green-ness.” More people on trails will likely lead to ever widening trails and the resulting loss of foliage in the immediate environment; this has demonstrably occurred over the last few decades. This in turn could lead to the loss of species habitat. Additional people accessing the area may require greater demands on energy and water in the immediate area, in Snowbird, Alta, White Pine, Tanners, etc. It is vital that the natural areas be protected; it is essential for the habitat of all species of plant and animal. And, it is the reason visitors come to the canyon, to enjoy the natural experience found there. Don’t ignore the need to understand human impact before establishing a target of increased, efficient access to 45% more people by 2050. Study the carrying capacity of LCC as a need and purpose of the EIS. Once studied, if a proposed alternative fails to adequately address broad environmental sustainability with the anticipated increased capacity, it ought be rejected.</p> <p>Thank you for your consideration, Margaret Bourke</p>	
1082	6/11/2019	Carroll	David	<p>Given that demand for access and use of Little Cottonwood Canyon will only increase, but the resource is finite eventually demand will overwhelm supply. How to address that is obviously complex and will beyond the narrower mandate of the EIS process and the concrete (no pun) outcomes of the process. The proposed EIS alternatives, if done in tandem with measures outside of the project scope, but essential to its ultimate success, will help ameliorate what is now an untenable situation.</p> <p>The pieces outside of the scope of the EIS are measures that will increase the availability, practicality, and utilization of mass transit and decrease the number of private vehicles – particularly the one occupant per vehicle traffic that is so prevalent now. I believe that all of the priority alternatives articulated are valid and fit with need as defined in the “Draft Purpose and Need.” Whether other agencies or funding mechanisms provide additional means necessary to create a mass transit solution remain to be seen.</p> <p>First, I believe that expanding roadway capacity to three lanes is critical to the future practicality of a bus-based mass transit alternative. Compared to ideas that have been part of the larger public dialogue (train, tram, etc.) bus-based mass transit offers what I presume as the lowest cost, least impactful, and most flexible alternative. It is also essential that the infrastructure that would be a possible outcome of this process include mass transit services for dispersed recreation – not just the ski resorts. The bus lane particularly at White Pine, with or without the additional parking, must be a given. I am primarily a backcountry user and the solution, particularly if it employs penalizing measures like tolling, must provide fairly and equally for the needs of all users.</p> <p>Second, I believe that reducing the avalanche risk at the key slide paths of White Pine Chutes, White Pine, and Little Pine with sheds will reduce risk and simplify avalanche management. Passive avalanche measures are always in place.</p> <p>Third, the urban section improvements on Wasatch Boulevard seem reasonable and necessary. Substantial growth in traffic has already occurred and the growth that is predicted will only exacerbate the problem. I have friends who live off of Wasatch Boulevard and I’ve long heard the horror stories of traffic on powder days.</p> <p>Fourth, the expanded trailhead parking, leaves me a little ambivalent. In general, I think the argument for expanded parking is valid, but part of me is uncomfortable with adding unsightly infrastructure along the road. I’ve also witnessed the problem with parking on the road and from what I’ve witnessed I think that being overly focused on winter conditions somewhat misses the point. There is simply a lot of traffic parked along the road and the problem is possibly worse in summer than winter. With some misgivings I do also support the proposed three lot parking expansion, but only if it is viewed as a one-time measure with the goal - not to increase net capacity, but to permanently move traffic off the side of the road and into parking lots. This also seems most consistent with the goal of bus-based mass transit which reinforces my willingness to support what I find somewhat objectionable for other reasons.</p> <p>In the future the roadway will exist regardless for a variety of uses. Ultimately the goal should be reducing individual vehicle use. Using the right-of-way to accomplish mass transit goals seems the way toward improvement that is probably the least impactful. The proposed improvements as articulated in the EIS largely contribute to that goal.</p> <p>Other measures outside of the scope of the EIS like: tolling, private efforts - Snowbird’s ride share application, more buses, parking structures, multi-modal hubs, and looking at the problem more holistically (i.e. multiple canyons, etc.) are obviously outside of the scope of the EIS and what can be afforded with the available funds. I applaud UDOT for trying to take a step forward, and if I read between the lines correctly, in ways that will facilitate a shift towards mass transit.</p>	Website
1083	6/11/2019	Hansen	Paul	<p>I think a 3rd lane, exclusive for buses is an excellent idea. Up in the morning and down in the afternoon. I never understood why we would need two bus lanes.</p> <p>My concern is parking at the mouth of the canyon. Most of the parking should be provided at or near 6200 South or Highland Dr. &amp; 9400 South. If there is parking at the mouth of the canyon it ought to be provided for local residents with resident passes.</p> <p>Bus stops should be provided along the route from the main parking areas to the resort, but there must be some buses that are designated to stop only at the stops along the way,</p>	Website

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				because most buses that leave from the main lots will be filled before they leave the lot. Bus fares ought to be reasonable, subsidized by tolls and valet parking at the resorts. The toll should only be imposed during peak morning periods. Individuals that go up mid day for a run or two ought to be able to do so by driving their own vehicle or by parking at or near the mouth of the canyon. These skiers are generally local to the area. How will backcountry skiers skiing down Maybird or Red Pine Canyons get a ride back to their cars at the White Pine parking lot or, preferably, catch a bus down the canyon. How many minutes between buses?	
1084	6/11/2019	Draper	Emily	Little cottonwood canyon does not need more lanes. We need more options for public transit and incentives to ride public transit as a community. More options to the mouth of the canyon in the winter would be helpful. Traffic should be reduced in the canyon in this way.	Website
1085	6/11/2019	Cowley	S	More mass transit, fewer cars, no more parking lots.	Website
1086	6/11/2019	Keller	Robert	Close the canyons to non residential traffic and provide free bus services during 8 to 6 during winter months.	Website
1087	6/11/2019	Okamura	Ben	Build high capacity maglev trains capable of shuttling people through both big and little Cottonwood that also have racks for skiers and boarders in the winter.	Website
1088	6/11/2019	Menlove	Chloe	A situation like Millcreek canyon would be preferable. A "pay to leave" so that less people would drive up and more would take the busses or shuttles.	Website
1089	6/11/2019	Gibbons	Sharon	Please do not add more congestion to the canyon. We need improved public transit and parking outside of the canyon. Little Cottonwood Canyon is beautiful and fun to explore, because it doesn't have the traffic and human interference like it's "cousin" Big Cottonwood. Please help to preserve this beauty.	Website
1090	6/11/2019	O'Malley	Casey	I am a frequent user of little cottonwood canyon. I feel the pressures of traffic. I do not support any more parking or expansion of the road. Please focus on increasing transit options, increasing parking outside of the canyon, and determining incentives to give people more reason to carpool or use transit..	Website
1091	6/11/2019	Kawchak	Christopher	I think the idea of less cars in the canyon makes the most sense. Maybe a gondola from sandy and a significant price tag for those who feel the need to drive.	Website
1092	6/11/2019	Schoenhals	Kate	shuttle bus or light rail system (Thinking Zion NP but faster?). Use parking lot space for lockers/storage space. We can't change the number of people going up there but we could force the carpool and make it safer, more economical AND environmental for all. Current park and ride takes too long and lockers at resorts are overpriced and limited in numbers. From 5pm - 5am regular car traffic OK? Or some hybrid	Website
1093	6/11/2019	Paget	Max	Please make your transportation plan one that encourages mass transit, carpooling and other methods of reducing the number of cars on the road. It doesn't make sense to accommodate more vehicles up the canyon or make more parking at the resorts. It is important to me and everyone I know that skis at Snowbird or Alta that the transportation plan doesn't negatively affect our watershed, climbing areas or backcountry skiing areas. Thank you, Max Paget	Website
1094	6/11/2019	Doherty	Michael	I don't think you should be trying to get MORE people up the canyon (maybe there should be a limit) but get them up safely. I saw some snow sheds in Switzerland and they looked like a great tool for safety. In the late 90's my Subaru was hit by an avalanche just above Tanners, driving up LCC on a powder afternoon. THAT was scary. A snow shed there would have let me ski that day and not worry about the car I lost.	Website
1095	6/11/2019	Pelletier	Sam	I strongly oppose adding any additional traffic lanes to LCC.	Website
1096	6/11/2019	Ambrose	Caitlin	This is a horrible idea. The ultimate solution is public transit. Let's go back to the idea of light rail. I am sick of the resorts thinking paid parking is the solution to limiting traffic. The only people who are limited are the people not driving range rovers. Let's limit the canyon roads to only necessary vehicles. And everyone else has to take public transit so we are all equally affected and the end result is drastically reduced traffic in the canyons.	Website
1097	6/11/2019	Barros	Lauren	I recommend any solutions that reduce the number of cars in LCC. We must increase public transportation capacity, frequency, and park and ride lots. We must preserve the ability to bike up the canyons. We do not need more pollution in the canyons. Thank you for taking the time to consider these comments.	Website
1098	6/11/2019	Gish	Kyle	I think the goal of transportation in little cottonwood canyon should be to transport people to the places they want to go in a way that minimizes impact to the environment. The canyon is very limited in space. I think that attempting to make the canyon accommodate more cars is a losing battle. There simply is not room for more vehicles, and attempting to increase the number of cars will not solve the traffic issues outside the the canyons. Attempting to add Lanes in the canyon would require a huge investment and then still require more parking. LCC needs a better designed mass transit system with high enough private tolls that a bus or other mass transit option does not need to wait in traffic in the canyon. The system would require efficient connection to interstate 15 and 215.	Website
1099	6/11/2019	Keeling	Anna	1. Use of a mobile middle lane for HOV of 3+ and buses (like the Auckland harbour bridge system - lanes are designated as per time of day). Middle lane is open as an express lane in the morning for up traffic and open for down traffic in the afternoon. Police or cameras to manage HOV lane violations as per the freeways. 2. Better bus service with bus service to trail heads such as White Pine. Express bus service separating Alta and Snowbird. 3. Re-open the use of the 3900 S/Wasatch park and ride for ski buses 4. Bus service via a main Sugarhouse hub 5. Restrict the sale of Icon passes to only 7 days in BCC as Solitude created mayhem by basically creating a season pass via the Icon pass. BCC was horrendous. 6. Canyon becomes closed to additional traffic once a set number of cars/buses passes through on a given day. There are ski areas in NZ that do this owing to a lack of parking space at the resorts. Define the parking spaces available in the canyons, allow registered residents access at all times then cut off the rest of us once the parking is at capacity. 7. Reject skilink or gondola access from valley floor or any other traffic system that will incur a huge cost and environmental impact. 8. Examine the option for plowing the Guardsman road for PC access in winter to BCC.	Website
1100	6/11/2019	Gardiner	Nicholas	NO more parking in the canyon, less vehicles, more carpooling, improve transit connectivity.	Website
1102	6/11/2019	Godon	Shannon	Eliminating cars in LCC and increasing convenient bus transportation, and encouraging carpools will ease congestion and help preserve the canyon and it's environment. Parking lots with connections to busses along Wasatch Blvd. is much needed! Increasing the lanes for car travel in the Canyon is NOT the way to go!! Please use the \$66 million from the Legislature to protect the Canyon and use it for the projects listed above. And thank you for doing so!	Website
1103	6/11/2019	Pioi	Katherine	I appreciate that UDOT is looking at solutions to alleviate the congestion in Big and Little Cottonwood Canyons. This is a problem both in summer and winter. As a lifelong Salt Lake resident and as a frequent user of the canyons I already try to find ways to not over burden the canyons with traffic. I carpool. I ride with strangers (great conversations to be had). I urge UDOT to look first and most closely at solutions that DO NOT involve increasing private vehicle traffic up the canyons. We need to lessen traffic. Traffic is pollution. Road construction and parking lot additions are pollution problems. The Wasatch is our drinking water. And our escape to peace and nature. We must keep it clean. I urge UDOT instead	Website

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				to focus on incentivizing carpooling and ride sharing and bus use. It would be beneficial to increase bus service and consider how the cost of riding the bus up canyon currently does not really make sense with the cost of a car trip up. Fares may need to be lowered to encourage bus use. Also, I was dismayed to find that my school-issue bus pass, good for all other trips in the city, did not cover a trip up the canyon. Thank you for your time and consideration.	
1104	6/11/2019	Metzger	Ryan	Please do not add more road lanes and parking in the canyons. Instead, create more parking at the mouths of the canyons, and a shuttle system.	Website
1105	6/11/2019	Harper	Kameron	I think we've already proven roads don't scale in this scenario.... Public transportation or bust.	Website
1106	6/11/2019	Ludema	Michelle	Hi there, I appreciate your efforts to mitigate congestion in the canyon, however adding additional lanes does not seem like a sustainable solution and will serve ski season patrons more so than the serene experience that people try to have in the canyon year round. If a third lane is deemed necessary, I urge you to consider mandating it a bus and/or carpool only lane to discourage single use drivers from clogging the roadways and trailheads (admittedly I am often one of them). The easier it is to get up the canyon without having to drive, the more people will gladly do so.	Website
1107	6/12/2019	Schaefer	Melissa	I'm not sure why we couldn't considered a Zion national park transportation system. All cars park at a specified location and are transported up and down the canyon during the winter. Only the families with houses have a pass to access our homes above Wasatch during the winter season. Could the parking space on 9800 south and 2000 east by the bus stop be enough space to park enough cars and transport skiers up the canyon	Website
1108	6/12/2019	Brzozowski	Michael	Create a flex lane during high congestion time going up and coming down. Flex times would be 1 hour in the morning 8pm (1 hour) for only uphill traffic creating two lanes instead of one and at 4pm (1 hour) for only downhill traffic. Ultimately the long term solution is to build a large parking structure at the base and limiting/restricting cars from entering the canyon. The bus system would have to be modified to serve more people going to both resorts possibly having resort shuttle buses	Website
1109	6/12/2019	Picard	Jimmy	I think we should focus on improving mass transportation options. We should NOT be attempting to add more vehicles by adding an extra lane. We should NOT make more parking. Take the money for road construction and use that to Improve mass transit connections to and within the canyons, promote carpooling. Thanks	Website
1110	6/12/2019	Barnewitz	Molly	We need expanded parking and public transit options up the canyons. We do not need excessive construction and additional roadways up the gorgeous canyons. Give us better public transit options!	Website
1111	6/12/2019	Menk	Sean	"The following specific improvements are under consideration as alternatives in the EIS: Roadway capacity Avalanche mitigation Trailhead parking at Bridge, Lisa Falls and White Pine Wasatch Boulevard improved mobility for commuters and adjacent neighborhoods" Why does this list not include additional public transit? LCC does not need additional roadway capacity what we need is better public transit so people will actually use the buses. There isn't a traffic problem in LCC except on ski weekends and powder days. The ski resorts should take ownership and help provide additional transit options rather than making taxpayers pay to get patrons to their businesses. PLEASE do not add another lane to LCC. That will do much more harm than good.	Website
1112	6/12/2019	Hubbell	David	I think the only way to improve the access to the canyon is having less cars go up canyon. More lanes to the same parking is pointless, expensive and complicated with the watershed importance. To me that probably means \$40 dollars or more per car to park at Snowbird or Alta and an affordable bus ride, like round trip for \$5. Parking should be monitored and texts & website notice given out when parking is full. Buses are great, but no one wants to be stuck in one especially with their family if they are going to be there for an hour or more in traffic. I'm not sure where land could be purchased to create additional parking in the Sandy area. Maybe existing lots could become multi layer parking garages. I think this should be done first with buses, almost like Zion national park before contemplating a train. The parking will have to be established for rail travel anyway, so you might as well see if it can work by bus.	Website
1113	6/12/2019	Materi	Sandra	Improve mass transit connections to and within the canyons Find parking outside canyons to help people getting on transit in the canyons Look at various mass transportation systems in the canyons (bus, gondola, rail, etc), but do not accommodate more parking or private vehicles in the canyons by expanding roadway capacity or by building more parking No more parking. Less vehicles Carpooling Park/Kiss n' Rides Improved transit connectivity	Website
1114	6/12/2019	Stenquist	Jeff	Widen the road in places. Add transit options. Ample bike lanes are critical.	Website
1115	6/12/2019	Wanek	Brett	I think there are 2 pretty managble factors. These resorts are making this problem even harder by advertising more passes that are more affordable. We simply don't have the parking capacity. 2nd , 2 wheel drive cars. All it takes is one car with 2 wheel drive to mess the whole canyon up . We need a better way to regulate what cars get up there. Bigger fines ? I'm in	Website
1116	6/12/2019	Drake	Lance	More opportunities for public transportation, buses, vans, different ways to get up the canyon without more vehicles in it. Please do not move forward on creating more lanes, this will lessen the outdoor feel and quiet, and put more vehicles into the canyon creating crowding, noise and pollution. Thanks	Website
1117	6/12/2019	Motley	Coleman	Encouraging & accommodating more privet cars in the canyon is a huge step backwards. Mass Transit is the future	Website
1118	6/12/2019	Tyler	Grace	We need to do the following in LCC: Improve mass transit connections to and within the canyons · Find parking outside canyons to help people getting on transit in the canyons · Look at various mass transportation systems in the canyons (bus, gondola, rail, etc), but do not accommodate more parking or private vehicles in the canyons by expanding roadway capacity or by building more parking · No more parking. Less vehicles · Carpooling · Park/Kiss n' Rides · Improved transit connectivity	Website



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1119	6/12/2019	Gavin	Greg	We need MORE bus transit in the canyon. A higher frequency of buses, AND bus stops in the canyon will help ease congestion. Summer service to all climbing and hiking trail heads is a necessity.	Website
1120	6/12/2019	Smith	Madison	please don't touch our canyons anymore than we have	Website
1121	6/12/2019	Butler	Dwight	I would recommend developing the UTA bus service in a way that is both efficient and affordable. Increase the number and locations of park and rides. Also, increase the frequency of pickups during peak periods. Have the ski areas provide incentive vouchers to those that take the bus. Create pull outs for busses at trailheads for hikers, snowshoers & ski tours. Incentivize the cost of riding the bus to be less than driving a car. Build avalanche snow sheds for safety as well as expediting traffic flow.	Website
1122	6/12/2019	Pettit	August M	Please preserve our canyons by not expanding the roads!	Website
1123	6/12/2019	Davis	John	I am not supportive of adding additional roadway capacity/lanes up LCC for private vehicles. The only circumstances I could support additional capacity would be if a SINGLE lane (not one in each direction) is added that is ONLY for use by either (1) public transit or (2) human powered active transportation. I am also very interested in tolling for Single Occupancy Vehicles heading up the canyon to encourage carpooling.	Website
1124	6/12/2019	Wetzel	Sara	Daily bus service throughout all seasons. Thanks	Website
1125	6/12/2019	Palfreyman	Lesley	I vehemently oppose the expansion of lanes in this area. Having lived in Utah for many years and also spent a number of years as a park ranger for the NPS, I have plenty of first-hand experience regarding the overcrowding in natural areas. This is NEVER positively impacted by more traffic lanes. If you are trying to get more people up the canyon (which shouldn't be happening, we should be looking for ways to reduce the traffic up there as it is heavily impacting the area), then the parking and bus system from the bottom of the canyon should be improved. This will not help in avalanches because it will just mean there will be more people and vehicles stuck up there. Please do NOT allow this to go forward.	Website
1126	6/12/2019	Fay	Jonathan	no more parking in alta, its already a one big giant empty parking lot 16 hours a day and every day the mountain isn't open. a tunnel to big cottonwood is the best use of public funds for a roadway. alot of the traffic comes from park city on powder days and makes 215 thru wasatch up little cottonwood more congested. a tunnel helps alta the town become more economically stable year around. it would transform summer and winter in the canyon for residents and visitors. projects like widening the road are very short sighted. the parking is already full at 10 am, do we really need it full at 930 am ? public transportation has to be the number one concern. maintain the canyon in its current state and do not turn it into a large highway.	Website
1127	6/12/2019	Hill	Sarah	Please please please do not let the traffic solution be to flood the canyon with more cars by adding lanes. There has to be some other solution. Closing the canyon to all personal vehicles except special circumstances and get more shuttles? Tolls? Tram? Please don't compound the Issue by allowing more vehicles to pack the canyon. As stewards of the earth we should be coming up with less impactful ways to access our wild areas.	Website
1128	6/12/2019	Pynchon	Joe	Implement a system similar to Zions national park where private vehicle use requires a fee and the increase the amount of buses and parking at the mouth of the canyon	Website
1129	6/12/2019	Schmidt	Alex	Please find comments from Save Our Canyons at the following link: <a href="https://docs.google.com/document/d/1hHOxaVOObTif7VHrjRylkwMwZxBkQAaVg-ctTC4OLoo/edit?usp=sharing">https://docs.google.com/document/d/1hHOxaVOObTif7VHrjRylkwMwZxBkQAaVg-ctTC4OLoo/edit?usp=sharing</a>	Website
1130	6/12/2019	Ienatsch	Ellie	A shuttle system, scheduling busses up and down the canyon at 15 minute intervals would be the most appropriate at this time. But below-canyon parking has to be addressed if this is to be done. The huge area in back of 7-Eleven would have been the ideal place for that, but of course it's too late. That area is being developed. When is the gravel pit done? Can that land be secured for parking? Some area of this size will have to be found for an efficient shuttle service to be successful. These canyons in question are hugely important to the economy of Utah. The legislature must be convinced of this and pay to make a shuttle system workable. A hefty toll could be charged for personal vehicles to help pay for the shuttle-parking project. Make it really hefty, so it is not easy to simply decide to drive. Do not build another lane. This would be tremendously difficult and expensive to do in many places in the canyon and enough land now is developed for man's interference. How thoroughly has rail been studied? This might be the long term solution as it has been successful in other countries facing the same problems.	Website
1131	6/12/2019	Marinari	Christie	I do think there is a need to reduce traffic and allow more people to enjoy the outdoors - especially in the winter. Have you considered a gondola that runs from the bottom of the canyon to the top with a handful of stops along the way? Seems like it would have less of an environmental impact from both cars and construction. Adding a road/another lane would be incredibly destructive to the thousands of ecosystems that reside in LCC. Hard to say but maybe it be more cost effective as well.	Website
1132	6/12/2019	Haskell	Joshi	Please help keep the canyons wild/protected. It is evident that there is a need to do something about the traffic up the canyon (overflowing parking, hours of wait time, etc) but solutions should be well researched and protect the beautiful land in our backyard. As someone who regularly visits the canyons and works with populations who can't always access the outdoors I want to make sure the solution is accessible to all. Please seriously consider permits, increased enforcement, and improved (quantity & quality) public transportation instead of widening the road, installing a train, etc. Thank you for the hard and important work you are doing for the community, environment, and future generations.	Website
1133	6/12/2019	Wolfer	Anne	I do not want to see additional lanes put in either LCC or BCC. I think there are much better options to explore. We need to limit individual travel up the canyon and consider better public transportation.	Website
1135	6/12/2019	Woolley	Sydni	Save our canyons! We don't need more parking or wider roads, we need a fee station like the one in millcreek to mitigate traffic and visitors as well as collect funds to help restore trails, erase tagging, remove trash, etc. Requiring a daily or annual fee would help reduce the number of people who visit the canyon only to vandalize and disrupt its beauty. The amount of tagging I've seen and the number of minors has grown exponentially just in the last year. Please do something that protects our canyon and everything it has to offer, rather than enabling more people to disrespect and deface this beautiful place.	Website
1136	6/12/2019	Bennett	Tracy	In Little Cottonwood canyon there needs to be year round bus service to Snowbird and Alta. Bus stops at trailheads in the summer months would be awesome. In the winter time there needs to be separate buses for Snowbird and Alta.	Website
1137	6/12/2019	Morley	Jaymon	Keep it about the canyon and less about how much money selective people are trying to make. Lower the levels of greed and think about the animals who call that canyon home.	Website
1138	6/12/2019	Colson	Carly	Please protect our mountains and forests and do not expand roads and parking in delicate areas. I think the city should instead look towards clean modes of transportation for civilians and tourists wishing to spend time exploring the mountains without leaving a permanent footprint	Website
1139	6/12/2019	Harrell	Janna	Please do not alter the Cottonwood Canyons to allow for more vehicles. Please improve public transportation. Increased traffic will result in a need for more parking. Over the long term this will not solve the problem and the increased traffic and cars will result in a negative environmental impact. Investing in public transportation infrastructure with many stops throughout the canyon and better parking at the mouth or nearby makes more sense for the long-term. Increasing parking near the mouth, requiring car pooling (do not allow single occupant vehicles up canyon aside from residents and deliveries), facilitating buses (allow them to bypass traffic at mouth and make it easier to access (more frequent and simple) are all good short and long-term solutions. Please do not increase the number of automobiles in the canyon. Adding a dedicated bike lane would also be good. The Cottonwood canyons should provide easy access to public lands through public transportation. We need to change our mindset away from accessing the canyons through private vehicles. Improve and increase access through public transportation only. Keep the wilderness wild. Don't turn it into a parking lot.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1140	6/12/2019	Jensen	Rian	<p>I am a lifelong Sandy resident and estimate that I currently access Little Cottonwood Canyon 60 to 80 times a year. I love to ski, but I also love hiking, running and camping in the Canyon. The last couple years have been very challenging and I worry my children and future grandchildren will not be able to enjoy the Canyon. It makes me so sad because LCC means so much to those who have grown up near its' base.</p> <p>The changes in the Canyon traffic over the last few years has given me a lot of time to think how it could be better. On powder days we leave early- about 45 minutes earlier this year than any other season, and that's a normal day. New snow means 60-90 minutes earlier this year unless then canyon is closed for avalanches. I live 11 miles from Alta and it has taken me hours to get up and down in recent years. I usually carpool if I'm not with my family and have a 4-wheel drive with snow tires. The traffic has become ridiculous. Short of investing lots of money to widen the road, create a tram, etc. I think there are some simple things that could be put in place next season or the season after at little cost or where costs can be passed on to Canyon consumers.</p> <ol style="list-style-type: none"> <li>1. Canyon Toll- Offer a daily, weekly, or season pass as well. When I first heard about a toll several years ago I thought it was ridiculous. However, I've spent too many hours sitting in my car and think it's definitely needed. Or you could eliminate the toll if there are 3 or more passengers. If you do the toll, there would need to be some type of express lane for those who have already paid or have the season pass to increase flow up the canyon. Bottlenecks at the zipper will not help the traffic problems.</li> <li>2. Increase preferred parking for carpoolers- Alta did this past season and it motivated me to get that 3rd person in my car on weekdays.</li> <li>3. On specific days require vehicles to be "canyon certified". I notice many slow ups, hold ups, and slide offs are due to vehicles that have no business being in the canyon on poor weather days- even days when law enforcement is monitoring. 4-wheel drive isn't enough if you have bad tires. To drive on beaches in certain parts of the country you have to get your vehicle "certified." This could be something that people could have done once a year (in November) so it is "certified for the season or there could be a pull out at the zipper or below to not impede traffic flow if your vehicle was not pre-certified. Car rental companies could offer cars that have been "canyon certified" to tourists. You would have to pay to get your car "canyon certified" if you want to avoid getting it checked each day. The fees for annual certification would offset the costs.</li> <li>4. Poor Vehicles- Install better warning systems well below the mouth of the canyon stating that driving that day will be very dangerous. Many tourists (locals as well) don't realize that you could drive up the canyon on a clear, dry road, but five hours later it would be horrific getting down due to new snowfall. In addition, there are many days that 4 x 4's and chains are required, yet many cars without these are still in the canyon. I would love to see law-enforcement provide better ticketing of and fines for vehicles that attempt to go up the canyon in a marginal car not equipped for the conditions.</li> <li>5. Better law enforcement presence at the critical merge points going up the canyon. I notice on days at Sandy City police officers are at the intersection of Wasatch and Little Cottonwood Road, traffic flows much more smoothly, as it does at the zipper. Laws are obeyed and followed, instead of selfish drivers (many making illegal turns from the north side of Wasatch) blocking intersections.</li> <li>6. More buses and Alta-direct buses. I know Alta skiers who don't like riding the bus because Snowbird has so many stops before you get to Alta. If at the mouth of the canyon or down at 94th and Highland Drive there were UTA buses that went directly to Alta, I think it would increase ridership. You could also have Snowbird only buses.</li> <li>7. Expand current ride sharing apps and programs.</li> </ol> <p>I am hopeful UDOT and the Little Cottonwood Canyon stakeholders can make some immediate changes in the 2019-2020 season to assist better access for all. The awesome snowfall this year and use of the IKON pass made for the worst-ever canyon travel. I know we can do better. I would love to serve or help in any way that can help to preserve the Little Cottonwood Canyon experiences I love.</p> <p>Rian Jensen</p>	Website
1141	6/12/2019	Pioli	Barbara	<p>I appreciate that UDOT is looking at solutions to alleviate the congestion in Big and Little Cottonwood Canyons. This is a problem both in summer and winter. As a lifelong Salt Lake resident and as frequent user of the canyons, I already look for ways to mitigate canyon traffic: carpooling, hitchhiking. I urge UDOT to strongly consider solutions that DO NOT involve increasing private vehicle traffic. We need less traffic NOT MORE. Traffic = more pollution, road construction, and parking lot expansion. We need to work to keep Wasatch water safe for drinking, and pristine for which to escape to peace and quiet. I urge UDOT to focus on incentivizing carpooling and ride sharing and expanded bus use. It would be beneficial to increase bus service and consider how the cost of riding the bus up canyon currently does not really make sense with the cost of a car trip. Consider lowering fares to encourage bus use. Thank you for adding my thoughts to the process.</p>	Website
1142	6/12/2019	Vannurden	Randy	<p>I do not think extra lanes should be added to little cottonwood, i think mass transit should be greatly improved and single occupancy vehicles should be discouraged.</p>	Website
1143	6/12/2019	Bates	Adam	<p>I drive up Little Cottonwood a lot year round and the traffic keeps getting worse each year. What is needed is NOT larger roads, avalanche sheds, or more buses. What we NEED is alternative transportation like a gondola, tram, train, or underground rail. Getting vehicles off the road without interrupting canyon visitors, this should be key issues. My personal favorite is the underground rail, I know its the most expensive, but it has enormous potential. Imagine a rail system connecting Park City, Big Cottonwood, and Little Cottonwood to the TRAX system. With this visitors can ride the train from the airport strait to a resort, I don't think any other State could top that.</p> <p>My second choice would be a Gondola from the Park &amp; Ride with stops at Snowbird and Alta. It would be less expensive and generate tourist revenue year round. It would disrupt the scenery with the infrastructure, but its environmental impacts would be less than more cars.</p> <p>Resorts also need approval to expand/upgrade parking to prevent cars from parking on the road. Paved parking needs to be built for congested areas throughout the canyon for hikers, climbers, etc.</p>	Website
1144	6/12/2019	McMenamin	Jimmy	<p>Run a lot more buses or find out why people are not using the buses. What is the option for providing a railway up and down the canyon?</p>	Website
1145	6/12/2019	Kelty	Celeste	<p>Dear UDOT,</p> <p>Please do not expand roadway capacity with extra lanes and parking to accommodate more private vehicles in this beautiful canyon of Little Cottonwood. It is important for our future generations to maintain this beautiful wilderness. To help people enjoy the hiking and skiing more focus can be put on parking outside of Canyon, carpooling, and improving mass transit to and within the canyons. The ecosystem of Little Cottonwood Canyon should be maintained with the upmost priority and attention.</p> <p>Thank you,</p> <p>Celeste Kelty</p>	Website
1146	6/12/2019	Larson	Preston	<p>Buses really need priority going up the canyon. Allow them to run in the shoulder on Wasatch Boulevard like they do up in Park City. I get that space is tight in Little Cottonwood canyon itself, but anywhere leading up to the canyon should have bus priority lanes, this will help increase pressure to run more frequent service and get people on those buses!</p>	Website
1147	6/12/2019	Fishbaugh	Vincent	<p>I have been using both of the cottonwood canyons for very many years for resort skiing, backcountry skiing and summer hiking. The past few years the overcrowding has become too large of an issue to ignore. Of all the recommendations I have seen, the only ones that make sense are for mass transit. More car lanes and more parking are NOT the answer. Just look at our freeways ... add more lanes and the traffic expands to fill them. Sensible mass transit whether is the only solution if we want to not only preserve the wilderness quality for future generations but to also protect our main source of water. I hope you are listening.</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1148	6/12/2019	Alibegovic	Emina	I would like to strongly voice my support for finding ways to increase public transportation up the canyon rather than developing and expanding roadways further. Instituting prohibitively expensive parking in the canyon for less than full passengers' cars, increasing the number of buses or shared driving, ensuring more parking is available at the bottom of the canyons (for instance forging collaborative relationship with the large office buildings with plenty of parking space), starting buses at variety of locations (nearby highschools, office buildings, shopping malls) and with increased frequency (every 10 minutes in the ski season, little less frequently in the summer season) would alleviate the issues we see. The cost of these changes should be born collectively by the ski resorts who are making unbelievable amounts of money mostly on public lands and should do their share of preserving the land, users (skiers, hikers, climbers), and should be government subsidized (taxes). Annual pass, or paying to drive up the canyon as we have in Millcreek, should also be considered as an option. The fees can be used to subsidize public transportation or development of other public transportation options. Do not expand the roadways - that usually does not solve the problem. Do not build more parking in the canyon - that takes away from the beauty of our canyons. Thanks, Emina Alibegovic	Website
1149	6/12/2019	Glaser	Steven	The optimal solution to traffic jams in Little Cottonwood Canyon will cost the least amount of money, can be implemented the fastest, have the least environmental impact, and of course, be effective. The solution that fits these criteria is a toll/parking fees. In the winter when there are traffic jams, the best solution is for the ski resorts to charge for parking. They are the source of the vast majority of the traffic, after all. They just need to set the parking fees high enough to eliminate the problem. This does not need to be elitist or a burden on low income families. The resorts have the option of reducing the price of the lift ticket to offset the parking cost, as well as to allow people who carpool to park for free. This system should be augmented with additional parking in the valley to make it easier for people to carpool. Schools near the canyons could allow their parking lots to be used for this on weekends. That still leaves powder days, of course. Additional facilities could be constructed. Alternatively, commercial facilities (e.g., the Olympus Hills shopping center) could be contracted with to allow carpool parking on select days. In the summer, the issue is people exceeding trailhead parking capacity. Charging a toll at the mouth of the canyon is optimal in this situation, again possibly waiving this if there are enough people in a vehicle. Another option for Little Cottonwood is to run a shuttle between Snowbird and the White Pine trailhead, thus funneling the parking to Snowbird. Winter bus capacity could be augmented as needed. An ideal solution would be to increase bus service only on weekends, and then use these buses to increase service in the rest of the valley during the week. This would also help clean our air. All of these are better solutions than adding lanes or rail service. They are cheaper, can be implemented more quickly, and have little to no environmental impact.	Website
1150	6/12/2019	Faber	Emily	I would prefer that the road is not expanded up either of the canyons. It is important for us to reduce our carbon footprint. To do this, I believe we should improve clean public transportation up the canyons such as rail, bus or gondola coupled with increased parking at the mouth. Please consider this alternative to expanding the roads. Thank you for listening. Sincerely, Emily Faber	Website
1151	6/12/2019	Hurst	Jared	I'm in opposition to expanding the roads. In fact, please enact a toll or fee of some sort to use them. I do not want to see more vehicles on the canyon roads.	Website
1152	6/12/2019	Sabey	Kourtney	We want to preserve this canyon and all the wildlife in it! Please don't add more roads to our beautiful canyon!!	Website
1153	6/12/2019	Root	Brandon	Opposition to adding additional lanes in BCC/ LCC	Website
1154	6/12/2019	Duncan	Trent	I have skied about 45 days this winter in little cottonwood canyon. All of these days have been in the backcountry. I enjoy the easy access, easy parking and great snow. I travel up the canyon in the early morning avoiding the busy traffic. Solutions need to allow this kind of canyon access and travel times.	Website
1155	6/12/2019	Langston	Todd	Toll booths, like Millcreek canyon would be a good idea. Please don't add more traffic lanes, that would only exasperate the problems we already have.	Website
1156	6/12/2019	Garrity	Aidan	I strongly oppose the expansion of the roadway in Little Cottonwood Canyon. I encourage UDOT to significantly expand public transit bus service and parking near the base of the canyon. I recommend that UDOT works with businesses in the canyon to provide frequent shuttle service.	Website
1157	6/12/2019	DiRosa	Edward	As a long time and frequent user of LCC and BCC, the most obvious solution with minimum downtime, maximum safety, and minimum environmental impact would be a circulating aerial 3S Ropeway (similar to a gondola with larger cabins). They can travel up to 8.5 m/s with capacities of up to 5500 people per hour. They are proven all over the world to be a viable public transportation solution. With strategic tower placement it is by far the safest option for times of high avalanche danger to get people out of the canyon if required. Lastly, since there is only a handful of towers, the environmental impact is much much less than adding an extra lane, more parking, and especially the possibility of a future train. Salt Lake City also has the advantage of having the local resource of Doppelmayr. I am an Engineer for Doppelmayr and would be happy to answer any questions or reply to any comments regarding this option. Looking forward to this hopefully getting a fair chance. Thanks, Ed DiRosa	Website
1158	6/12/2019	Brunhart	Ulrich	Both Little and Big Cottonwood canyons are in dire need of transportation infrastructure upgrades. These improvements also must preserve the integrity , beauty, wildness, and nature of the canyons as much as possible. Adding a third lane and creating more parking in the canyons is a huge mistake. The right solution is a combination of tolling and efficient mass transit. Busses are only a stop gap measure - a gondola system or railway must be considered. A gondola system seems to be the best compromise - intermediate costs, less environmentally invasive construction impacts than other options, built in avalanche avoidance, easily expandable, etc. Finally, a carrying capacity must be determined for the canyons, before they are de-graded beyond repair.	Website
1160	6/12/2019	Andrenyak	David M.	June 13, 2019 Utah Department of Transportation Little Cottonwood Canyon Draft Environmental Impact Statement This letter is in response for comments regarding the Draft Environmental Impact Statement for Little Cottonwood Canyon road. I am Dave Andrenyak I am a resident of Salt Lake City, Utah for over 30 years. I have been an active hiker, nordic skier, snowshoer, and volunteer in the Central Wasatch Mountains for over 25 years. I recognize the increased number of recreation visitors to the Central Wasatch and the need to reduce traffic congestion at corridors such as the Little Cottonwood Canyon (LCC) Road. I appreciate the Utah Department of Transportation (UDOT) efforts to address this issue. I agree that the improvement to S.R 210, avalanche actions, and improved trailhead parking are needed. It is good that the process will keep parking levels at the levels of year 2000. I think that any large expansion of parking areas in Little Cottonwood Canyon will have the potential to adversely affect the environment and the water quality (water from LCC is an important source for water used in the Salt Lake valley). The natural mountain character of LCC needs to be preserved.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				In the developing proposed alternatives for LCC travel, I suggest that a plan that increases year round mass transportation utilizing buses be considered. Private motor vehicle use in LCC (as well as Big Cottonwood and Millcreek canyons) should be restricted. To develop this plan, Utah State government, local municipalities, transportation agencies such as the Utah Transit Authority (UTA), and private enterprises such as ski resorts need to work together on this. This plan would require the construction of large parking areas in the Salt Lake valley. The south rim of the Grand Canyon and Zion National Park are examples of this type of travel system. I am willing to use such a bus system and pay for my share of using it. This plan will effectively and efficiently use the existing LCC transportation corridor and would not require large-scale construction in the environmentally sensitive LCC. Thank you for your efforts to address this critical challenge and thank you for considering my comments. Respectfully David M. Andrenyak	
1161	6/13/2019	Walker	Lee	I have been unable to figure out how to fit all I have to say in this tiny space. I am completely opposed .to any version of changing Wasatch Blvd from what it is: a beautiful, peaceful urban road through a cohesive neighborhoods. It functions at 35 miles an hour as a walkable neighborhood and a glorious welcome scene for recreational visitors. The glorious views of the mountains without the blur of freeway speed make a person happy. There should be turn signals, as there are at Bengal Blvd and the swamp lot, and Golden Hills. Even one additional lane as one activist has floated a counter suggestion petition for, is too much.. It is not a popular stand. It has failed to generate the reaction the petition opposing Cottonwood Heights allowing higher density and rise next to a small area of r-1 homes did earlier. His petition is not because popular it does not preserve our cohesive community. I agree with his analysis of roads, and I would have signed his petition if he had not put that in conceding a third lane., and I think many more would have. Eric Kraan is right about the commuter traffic does not fit with the residential road and the ski traffic. It needs to be sent through Highland Drive, which also links to 215. Build that. And I think a lot of people think we won the war for the neighborhood, and not just an initial battle. It is a joke that this is touted as a plan for 2050, but it is crashing right along. to spend big bucks right away. In 2050 everything done now will be ugly, old, and foolish Not to mention futile.	Website
1162	6/13/2019	Fairchild	Jim	Hello, Thanks for the opportunity to give input. We have lived in Cottonwood Heights for 30 years and are avid users of both Little and Big Cottonwood Canyons. To be to the point..our opinion on what makes sense and will be most effective: The answer is to create a situation where tourists, and even locals will realize that it will be QUICKER AND EASIER to get up Canyons by bus than any other method. This won't be accomplished by putting in more parking lots and additional lanes in the Canyons, or by putting in gondolas or light rail, or widening Wasatch Boulevard. This will be accomplished by developing new and improving existing parking at the base areas, combined with adequate and continuous public transportation, along with mandatory tolls for those who chose to drive up in a vehicle, and lastly, an imposed cap on vehicle #s allowed into the Canyons on any given day. Turning the gravel pit into a parking structure, with an additional parking structure on 94th south and Highland vicinity, with additional smaller parking areas leading towards the Canyons and the interstate in both directions. Continuous bus service that not only services the parking garages, but also stops at select stops on route to the Canyon mouths. Our Canyons are too narrow for a gondola or light rail concept, and it wouldn't be as effective as the strategy we suggest. A NOTE ON WASATCH BLVD: the proposed 5 lane strategy is an insult to the people who live in this community. We feel this this will do nothing to solve Canyon traffic issues, and the fact this project is being lumped in with the Canyon project concepts is very disappointing. This is totally unnecessary and will be completely ineffective in helping the current traffic issues. On the contrary, this will just make the situation worse, allowing more vehicles and more development. This seems academic, and it is troublesome that you would consider this. Perhaps this is simply a strategy to allow developers to build out every square inch of property at the Canyon mouths, with the excuse that the new transportation corridor can handle the new traffic load. If some sort of highway is needed to drain the future population of Sandy and Draper, this should be a separate issue, and the road expansion should take place west of Wasatch blvd, perhaps along the current Highland blvd route. Putting a short distance highway at the base of the two marquis Canyons and recreational areas in the State is not a concept that should even be considered. Thanks again for allowing us to have a voice and we truly hope you will consider our opinions.	Website
1163	6/13/2019	Bennett	Britte	Improve mass transit connections to and within the canyons Find parking outside canyons to help people getting on transit in the canyons Look at various mass transportation systems in the canyons (bus, gondola, rail, etc), but do not accommodate more parking or private vehicles in the canyons by expanding roadway capacity or by building more parking No more parking. Less vehicles Carpooling Park/Kiss n' Rides Improved transit connectivity	Website
1164	6/13/2019	Hunter	Lindsay	I think it's a terrible idea to expand roadways in LCC. Living at the base I feel like this will only increase Sandy traffic and wildlife road deaths. Please consider a trolley system up the canyon with the capacity to hold hundreds of Passengers and limit car traffic to permit only.	Website
1165	6/13/2019	Condie	C.	If the problem is too many vehicles in the canyon, then reduce the number of vehicles, don't provide more car amenities to attract more. More canyon parking and additional lanes will exacerbate the polluting and intrusive effects of traffic. Zions has addressed this issue by providing shuttles that are convenient and effective. Improve mass transit connectivity and increase service up the Canyon. Limit the number of personal cars allowed. If the ski resorts are crying lost revenue because of congestion, require them to contribute to improving their own bottom lines by providing a shuttle system through cooperative action. They should be held accountable for their contribution to the problem. Please realize that the Canyon can only take so much of their customer impact before the resorts should back off and let the environmental and watershed communities continue to protect the clean water and natural amenities we enjoy.	Website
1167	6/13/2019	Carr	Harold	I am 69 years old. A lifelong resident of Salt Lake. Please do not widen the road. Consider other transportation options like frequent buses or even light rail.	Website
1168	6/13/2019	Douglass	Gordon	I work as a part time ski patroller at Alta during the winters. One thing I observed this winter, as far as traffic in the canyon goes, is that UDOT will not put in place road restrictions based on a weather forecast. For example there were days last winter when the forecast was for snow in the the afternoon. During the morning there were no vehicle restrictions in place so all these two wheel drive vehicles came up the canyon with crappy tires. It then snowed in the afternoon, SR210 closes under Hellgate/Superior, you are then stuck with the bypass road which is steeper then the cars that came up in the morning with crappy tires go sideways on the road on the way down then we are all stuck waiting for the mess on the road to be cleaned up. I think UDOT should rethink their policy on when to impose road restrictions.	Website
1169	6/13/2019	Philibin	Megan	Less traffic more public transportation. Light rail, gondola, busses anything other than more cars. Do not add more public parking it will only cause more traffic and damage to the mountains. Add more parking below and shuttle options	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1170	6/13/2019	Denys	Josh	I suggest making both Cottonwood canyons toll roads and to use the toll money to subsidize bussing. Bussing in the canyons should be greatly expanded and free to the rider paid for by vehicle tolls and resort lift ticket purchases. Additional parking should be made available at the mouths of the canyons but not in the canyons. Every effort should be made to minimize the number of vehicles traveling in the canyons.	Website
1171	6/13/2019	Ruesch	Stephanie	Improve mass transit. More parking in the valley. Do NOT expand roads in the canyon. Toll road for cars.	Website
1172	6/13/2019	Keenan	Denise	Transportation up the canyon(s) NEEDS to be reduced due to unhealthy environmental impact, unhealthy air quality, high risk of traffic accidents, inability for employees to arrive/depart work at mountain locations in a timely manner, negative impact on wildlife. An increase in full bus service is essential - especially on weekends (F, Sa, Su) and holidays, which are the busiest traffic days. Shuttle Vans need to be increased and should serve every part of the SL Valley: downtown, west, south, east, central with direct access to the Canyon resorts (no stopping). Bus pass should be a season pass, low cost, per person. Shuttle Van can be a slightly higher season pass. Parking lots need to be dedicated/negotiated for drivers to park and access public transportation. NO train/rail/elevated transport is needed/desired - again, damage to the environment would be paramount and cost would be ridiculous. NO increase in FEES for canyon access beyond a daily \$3 fee (like Millcreek) OR a Season Pass (\$40 MAX) to these PUBLIC LANDS should be assessed. This is a regressive tax and only those with the adequate income could afford to use these lands for sightseeing, snowshoeing, hiking, photography, sledding, observation, Tram rides, accommodation, or any other use.	Website
1173	6/13/2019	Jones	Kamree	Making a bigger road in the canyon will do more harm than good. Our air quality over the valley is already awful, and with more cars going through the canyon it will get more polluted as well. Is this what we want to achieve just so more people can go up the canyon faster? The road that is there works just fine. There is no need to put more traffic and ruin our forest and animals homes just to make it a little more convenient for just a few people.	Website
1174	6/13/2019	Peterson	Chris	Maybe it would be a good idea to restrict bicycles during heavy commute hours for the ski resorts, at least on weekends. Other times it's not that big a deal when bicyclists temporarily enter the travel lane to go around something. And downhill they travel about as fast as the cars.	Website
1175	6/13/2019	Eurick	Glenn	I personally support the comments and conclusions provided by Friends of Alta in this LCC EIS addressing the environmental impacts of proposed changes to LCC transportation approaches Provisions must be adequately addressed that evaluate both transportation mechanisms and the caps considerations for both vehicles and the people occupying those vehicles My request is for UDOT to appropriately and scientifically address visitor carrying capacity as I anticipate such a study would demonstrate the most attainable, efficient and effective transportation solution is to invest in buses for mass transit, enhance and increase valley parking options, and optimize bus travel with a designated lane for buses in LCC	Website
1176	6/13/2019	Reich	Andrew	Please provide signage requiring vehicles to stay in their designated travel lane. Driving on the shoulder and in opposing travel lanes in order to "straighten the road" by shortcutting curves endangers cyclists. This would obviously not apply when the road is snow packed and lane markers are not visible.	Website
1177	6/13/2019	Wright	Mary Ann	We should take a page out of Europe's book and enhance public transportation to the canyon. It is a delicate place and should not be torn up further for more blacktop. It should remain a place of refuge and people will understand this when they have to change their ways to enjoy this pristine are. You can make it happen with rail, bus or other means of public transport.	Website
1178	6/13/2019	Kliger	David	As president of Cottonwood Heights, and a regular skier in LCC, I have great concerns about growing transportation issues in and around LCC. This past winter saw unprecedented, unacceptable levels of of traffic congestion and delays getting in and out of the Canyon, and on surrounding roads. There is a tremendous need for improved mass transit, both to and within the canyons, as well s improved parking outside the canyons, that will allow people to access the mass transit. perhaps some of the commercial office sites could permit parking at their facilities on weekends, when they are clod=sed for business. This would allow parking without any cost for building new facilities. We do not need road expansion into a fragile environment, and certainly don't need increased parking IN the Canyon, which would only increase traffic into the canyon. I am also concerned about the existing 50 mph speed limit on Wasatch Blvd, between the mouth of LCC and 6200 South. This stretch of Wasatch passes through what is essentially a residential area, and seem excessively high. As a resident of the areas east of Wasatch, ti has also become increasingly difficult to make a left-hand turn onto Wasatch during peak travel hours, due to both traffic volume and the extremely high speed limit. I appreciate your attention and response to these issues. David Kliger	Website
1179	6/13/2019	Stapley	Alicia	1. Improve mass transit connections to and within the canyons 2. Mass transportation systems in the canyon (bus, rail, gondola) 3. No increase in parking or private vehicles in the canyons 4. Less vehicles, more encouraging carpooling, improves transit connectivity 5. Greater parking options OUTSIDE the canyons to improve mass transit options	Website
1180	6/13/2019	Torrey	Pat	My vote is No - more traffic more problems, more pollution.	Website
1181	6/13/2019	Halverson	Joe and Bobbie	No 3rd lane. Charge toll by # occupants. \$30 for 1-5, \$20 6+. Real time coordination between parking lots & toll person. No extra parking vehicles allowed up canyon until a space becomes available. UTA buses & registered vans that "drop off" only go free. Buses must be "pushers" to control speed which makes canyon travel safe. Nov. 1 to Apr. 1 until congestion requires limits year around.	Website
1182	6/13/2019	Knudsen	Dana	Please encourage more mass transit options and connections and do not build more lanes or ruin the delicate beauty of the canyon. The canyons need less traffic and more carpooling and transit options in order to better serve the community.	Website
1183	6/13/2019	Ramras	Zachary	I disapprove of widening the road and adding more parking in Little Cottonwood Canyon. The reasoning behind my statement is I think these solution to the current traffic problems in the canyon will only act as bandaids to the larger problem. Now is the time for us to come together as a community and come up with some bold solutions for the future. For our prized possession, the forest of the central Wasatch, one of the most visited forests in the country. I think we should focus on improving mass transit connections to and within the canyons, look at creative new ways to make mass transit more convenient, ie shuttles that run more frequently and directly, find parking solutions outside canyons, and incentivize carpooling. We need less cars polluting our air and taking away from the magical experience of spending time in our quiet and serene mountains. Born and Raised in Salt Lake, Local Business Owner, and proud Father that wants to pass down the same experience that I was gifted of "getting away from it all" to my daughter.	Website

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1184	6/13/2019	Powers	Mike	Place a train up LC, skiing must use it with critical employees allowed to drive the canyon. Residents have passes so they can drive canyon. Camping is my permit which allows driving in canyon. The time is now to get serious about air quality	Website
1185	6/13/2019	Worlock	John	Please, UDOT, make no changes in the transportation patterns in Little Cottonwood Canyon that might bring more cars and even more people up into the Canyon. Please wait until the Forest Service does a study of the recreational capacity of that canyon, so that we know that we won't Love it To Death! The USFS should certify not only that the canyons can survive the recreational traffic but also that they have the resources to protect its wildness and its incomparable solitude and beauty.	Website
1186	6/13/2019	Vargyas	George	The focus of improving people flow in the canyons should be mass transit. Better bus service is the most logical step. Perhaps a dedicated lane for mass transit. Car use should not be enhanced, and it should cost more to drive than use transit. Parking should NOT be expanded - this will only increase car traffic/congestion. Better parking options outside the canyons is needed, along with transit connections in the valley. Gondolas, and trains are too impactful on the ecosystem.	Website
1187	6/13/2019	Brock	Stewart	Don't increase parking or widen roads to allow more vehicles, come up with a change for the future that allows lots of people to enjoy this space in the most environmentally friendly way possible and reap the benefits for decades to come	Website
1188	6/13/2019	Martin	Andrew	<p>What I have observed is that there are a lot of single occupancy vehicles going up both Big and Little Cottonwood Canyons. These are both beautiful Canyons that include designated Wilderness areas. Adding lanes and parking would be a great detriment to these beautiful areas that we are so lucky to have so close to a major metropolitan area.</p> <p>I think if the car traffic could be reduced by 20 to 30% in peak periods, it would resolve a lot of the congestion and make traffic flow at a reasonable speed. To make this happen I suggest a charge to go up the Canyons for vehicles with less than 2 or 3 occupants in them. This would necessitate more parking close to the mouths of the Canyons. Ideally a ride share system where one could park and get a ride with someone else who wants to take there car up but doesn't want to pay. I think the charge should be significant to "encourage" people not to drive their cars. Maybe start it out at \$20 the first year and then increase it \$5 a year to \$30. This could be implemented on weekends to start as this it the time when most congestion occurs. Maybe starting out with a 2 person minimum to avoid the fee and if necessary increase it to 3.</p> <p>It seems that in summer and on winter weekdays it could be fee free unless traffic continues to worsen.</p> <p>They have a system of pay parking at Jackson Hole where it's free if there are 3 or more occupants in the vehicle. I haven't been there myself but folks I have talked to say it works well.</p> <p>Another part of the puzzle would be better mass transit. Right now the cost of the bus and the fact that it's no faster than driving yourself is a disincentive to using it. It needs to be as fast as driving and economical.</p> <p>We really need to get out of the mindset that we can all drive our personal cars up the canyons in busy periods. As the population continues to grow and more people want to enjoy these great natural resources we need a new approach.</p> <p>I have regularly caught rides with other people up the canyon on weekends. Often they have waited for an hour to get into the canyon. Nobody wants to be sitting in there car in traffic on a powder day (or any day). People want to get up there in an efficient manner and it it up to UDOT to make this happen.</p> <p>Please think of forward thinking solution and don't get stuck in the mindset of "we need more lanes and parking in the canyons."</p> <p>Thank you Andrew Martin</p>	Website
1189	6/13/2019	Matis	Wendy	Please consider adding bike lanes to Little Cottonwood Canyon. It's such a beautiful ride, and bikers should be able to ride it safely and without impeding traffic.	Website
1190	6/13/2019	Harrison	John	Please put in electronic tolls and make the bus free. Buy the ShopKo on 94th South and use it as a huge park n ride.	Website
1191	6/13/2019	Crete	Brad	We don't need more cars up canyon faster. We need less cars up than and more public transit options. Force people to carpool, especially on the weekends. You shouldn't be allowed in the canyon without at least 2 other people in your car. Or charge a higher amount for anyone driving up solo and donate that back to conservation efforts. So many other ways to mitigate traffic outside of making the road wider!	Website
1192	6/13/2019	Aerts	Sally	<p>I am a resident of Salt Lake City and a frequent visitor to the Cottonwood Canyons for hiking, skiing and snow shoeing, I believe long-range transportation planning for the Cottonwood Canyons should include bus transportation. Buses should run frequently and be free or low-cost to encourage ridership. The use of private vehicles in the canyons should be limited due to pollution and parking issues.</p> <p>Bussing has many advantages including minimal damage to the ecology of the canyons, low implementation costs, reduced air pollution, and reduced congestion.</p>	Website
1193	6/13/2019	Duncan	Bruce	<p>My winter experience, more than 1500 trips in 15 years, is that 2 wheel drive vehicles commonly driven by skiers should be banned from BOTH BCC and LCC. This is a basic step. My experience with current methods of controlling 2WD cars in canyons are completely ineffective.</p> <p>Whether you do pre-season inspections and issue RFID stickers to speed traffic at control points is up to UDOT and other parties.</p> <p>This is a starting point, not an end point. If you can't do t his then whatever you try is doomed to failure.</p>	Website
1194	6/13/2019	Leaver	Lucy	<p>The canyon roads do not need to be widened to accommodate more cars. We need to fund more parking at the bottoms of the canyons and offer more bus services, shuttles, and car-pooling options. There are too many single occupancy cars heading up the canyons leading to congestion. Simply widening the road only further delays the problem with inevitable congestion once again. Need to find other long lasting solutions.</p> <p>Please consider the beauty of the canyons and further development is not needed. Thank you.</p>	Website
1195	6/14/2019	Hansen	Raylene	<p>I am vehemently against a third lane!</p> <p>Is Little Cottonwood Canyon, to be destroyed as a Transportation Corridor?</p> <p>The Mountain Accord Transportation plan 2017 PDF page 111, Widening L.C.C. road. Not recommended, considerable environmental footprint.</p> <p>A third lane should be analyzed along with all other Transportation solutions.</p> <p>A Gondola connecting the Ski Resorts over the Mountains etc..</p> <p>Save our Canyons and most people want less, single occupancy vehicles, in the Canyons.</p> <p>Solutions to be looked at are: Tolling, more frequent and more comfortable Buses, Avalanche sheds.</p> <p>The scope of this, needs to include the region, encompassed by the Ski Resorts of Big Cottonwood Canyon and Park City area. Transportation is a Regional issue, with the new popular Ski Passes.</p> <p>The study area should include the creek and the natural environment in the Canyon as a whole.</p> <p>The study area, is too limited to asses the true impact, on the environment.</p> <p>Thank you</p>	Website

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1196	6/14/2019	Wright	Robert	<p>As a frequent canyon user for the past 37 years (ride UTA to Alta/Albion 75+ days/year during ski season; bicycle on canyon road in non-ski season 100+ days/year), I support alternatives that improve the canyon road's throughput and safety. That would include snowsheds in the slide areas above Tanner's Flat, a third lane to be added to the road exclusively for buses, shuttles, and emergency vehicles (bicycles in the summer), and reasonably sized trailhead parking areas. I would NOT support anything that puts MORE private vehicles in the canyon; our goal should ultimately be to eliminate all but mass transit!</p> <p>Little Cottonwood Canyon is a true gem, something left of what makes living in this area so appealing. We have basically abused it as much as we could to this point. It's time to come to grips with the non-sustainability of the present road situation.</p> <p>Thank you! Bob Wright Retired engineer Sandy, Utah</p>	Website
1197	6/14/2019	Remeneski	Steve	<p>hello, and thank you for the notification! I would like to start by stating that i have lived in cottonwood heights for 18 years, and have worked in little cottonwood canyon almost as long.. I also recreate in little cottonwood canyon, and have a deep understanding of driving on wasatch blvd and up the canyon.. with a primary concern being conservation, i.e. less lighting, less building, I present my idea..for the canyon during the winter months, it is fairly simple. for the residents of the general area, the cars should be "permitted". that would include all vehicles with permits will have 4 wheel drive and proper tires, or, like most, all wheel drive with snow tires. they will also be equipped with a shovel, and the person having their car "permitted" should be informed about wearing an avalanche transceiver while skiing and commuting in the canyon and be informed about avalanche rescue techniques and safety. In addition, during peak times of traffic, these cars will have 3 occupants.. also, an app for locals to communicate about carpooling... lastly, enforcing these ideas.. a permitted car will have a driver who is informed about how commuting in the canyon during the winter months can be.. CARPOOLING= build underground parking structures at the existing UTA lots throughout the valley.. this will provide adequate parking for skiers to use the app and meet up to carpool.---there already is too much infrastructure in the canyon. If there are 3000 parking spots from white pine trailhead to albion basin, lets leave it at that. Build in the valley where the people structure already exist, and leave the canyon the way it is. At what point do we say "enough building"? The primary stakeholders in this are alta and snowbird. they are already operating at capacity. we live in a very special place unlike the european alps, unlike the mountain ranges of canada, and unlike the situation for recreation in colorado. the answer is, the ski area s can have their cake and eat it too.. but to think that there could one day be 9000 skiers at snowbird and 9000 people skiing at alta on the same day is terrifying! the commodity of powder skiing is very limited in little cottonwood canyon, and its not because of the road or ability to have a parking space.. the ski areas are small. they and the tax receiving government entities are who really get the benefit of unbridled ski consumers. the time has come, as we are all here and aware, to make a difference. tourists who book their flight, book their lodging, book their ski instructor, their dinner reservations, and their rental SUV, perhaps, during peak times of the season, book their seat on the chairlift too. the ski areas need to make a profit, but at what cost? those of us who have chosen to live here have had an amazing experience skiing in the canyon, but those days are past. now we need to plan ahead and perhaps use technology to guide us and schedule our recreation! If the snowbird could make a profit and limit the skiers on any given day with some sort reservations to ski during peak hours, it would be a much better experience for the tourist, and for the local.. for locals, it will take some compromise tho. instead of their 100 days of skiing a year, perhaps it will only be 75 days, but at least those day will be a great experience, not waiting in 45 minute lift lines with 9000 skiers on the mountain.. the problem with these aforementioned ideas is the carpooling, the scheduling and implimentation. for people to be comfortable car pooling, they need a locker at the ski area! so instead of cramming 9000 people on the mountain, all with their own car with all their neccessities for the ski day in that car, and expanding the highway and building snow sheds and plowing the land for parking spaces, they build locker rooms and provide a locals carpool app.. of course in conjunction with the state expanding parking at UTA lots in the valley! also, the car rental companies should be regulated so as not to rent vehicles to skier that are not equipped for canyon driving during the winter months. OK. Snowsheds! the monumental effort of the canadian government to connect the east and west of their country for goods to be transported without delay required snow sheds. what we are discussing is recreation! this is little cottonwood canyon! this is not the answer for tourism.. the beauty of the canyon is rendered with snow sheds. Avalanche mitigation for the highway, interlodge, being on the mountain when the road is closed, these thing add to the wonder of little cottonwood canyon. and although it can be very inconvenient for people getting down the canyon to get to work, an appointment, or even to catch an airplane, this is the wonder of it all..why spend millions of dollars so that 2 ski areas can have an open road? snow sheds are for connecting goods for a nations economy and public safety, not for recreation and convenience at the detrement of the natural beauty of little cottonwood canyon.. As far as avalanche mitigation, it s inexpensive and really is part of the experience during winter storms, and i think tourists really get a sense of what nature is in this unique place when we experience this type of weather. so, in short, adapt, with the help of the ski areas, to keep the road the way it is, utilize tech to solve the traffic problem, and allow the ski areas to realise the true profit in skiing is in the experience for the patrons. the millions of dollars with still be spent. put the money where their mouth is and do something that is really about conservation!! their can still be huge profits and huge tax revenue with these relatively simple ideas.. have permits for cars, have an app for people to communicate for carpooling, limit the number of people skiing on peak days, make profit, enjoy skiing!...as far as the trailhead parking, i think that with carpooling and enforcement, there really doesn't need to be much improvement at all.. with all of this, busses. busses should be smaller and have canyon trained drivers.. if the objective is to keep traffic flowing, then there needs to be less cars! hence, busses designated back and forth to the UTA parking areas from the ski areas should be part of this.. as far as backcountry skiers, climbers, snowshoers and hikers, and heck, even the people that are going ??hammocking??, the bus should provide a stop near where people want to go.. white pine, tanners, the great white icicle, the y couloir, little pine chute, maybird, mt. superior, wherever. If the driver is trained to drive the canyon, they will be able to provide a place to drop someone off without a million dollar pullout.. Simple. well to me it is..outdoor recreation is a multi billion dollar industry. the growth in recreational users in the wasatch mountains is astounding. I think we can all do what we want to do, but the ski areas are a different deal, and they really should be limiting the users and make the experience to ski at their areas "great again". how does one present to snowbird and alta that their unbridled growth is not good for the general public that enjoy the canyon that operate in.. The time has come for concessions to be made on their part, they've outgrown there space and mountain,and trains or gondolas or more hotels and chairlifts and expanded highway structures are not going make it better, it will just be congested with people and pollution. Which means .....PROFIT!! I guess that natural beauty of little cottonwood canyon.. As far as avalanche mitigation, it s inexpensive and really is part of the experience during winter storms, and i think tourists really get a sense of what nature is in this unique place when we experience this type of weather. so, in short, adapt, with the help of the ski areas, to keep the road the way it is, utilize tech to solve the traffic problem, and allow the ski areas to realise the true profit in skiing is in the experience for the patrons. the millions of dollars with still be spent. put the money where their mouth is and do something that is really about conservation!! their can still be huge profits and huge tax revenue with these relatively simple ideas.. have permits for cars, have an app for people to communicate for carpooling, limit the number of people skiing on peak days, make profit, enjoy skiing!...as far as the trailhead parking, i think that with carpooling and enforcement, there really doesn't need to be much improvement at all.. with all of this, busses. busses should be smaller and have canyon trained drivers.. if the objective is to keep traffic flowing, then there needs to be less cars! hence, busses designated back and forth to the UTA parking areas from the ski areas should be part of this.. as far as backcountry skiers, climbers, snowshoers and hikers, and heck, even the people that are going ??hammocking??, the bus should provide a stop near where people want to go.. white pine, tanners, the great white icicle, the y couloir, little pine chute, maybird, mt. superior, wherever. If the driver is trained to drive the</p>	Website

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				canyon, they will be able to provide a place to drop someone off without a million dollar pullout.. Simple. well to me it is..outdoor recreation is a multi billion dollar industry. the growth in recreational users in the wasatch mountains is astounding. I think we can all do what we want to do, but the ski areas are a different deal, and they really should be limiting the users and make the experience to ski at their areas "great again". how does one present to snowbird and alta that their unbridled growth is not good for the general public that enjoy the canyon that operate in.. The time has come for concessions to be made on their part, they've outgrown there space and mountain,and trains or gondolas or more hotels and chairlifts and expanded highway structures are not going make it better, it will just be congested with people and pollution. Which means .....PROFIT!! I guess thats all that matters. well, now to the situation south of bengal on wasatch blvd. this is not a good situation, and i don't know how development and cities in this unique situation against a mountain with 4 ski areas within 16 miles of each other work, but the builders are building, making a profit, the people are moving in, property taxes in cottonwood heights and sandy are going up, life style is deteriorating. what to do. it s the classic problem of rural growth. profit drives all of this and there is not an answer for it except to stop. and that is not going to happen. but in this situation, it really should be looked at. the density of people against the mountain is reaching a critical mass. cottonwood heights and sandy really should take one for the citizens and utilize the tax base available, and figure out how to limit growth, all the while allowing the land owners who are selling to the developers to sell and make the money off of their land, but perhaps selling it to entities that don't build, but preserve the land. Not as profitable, but with all the growth when is enough money enough. thank you for reading this... Steve R.	
1198	6/14/2019	Clark	Steven	After attending the EIS open house at the Cottonwood Heights City building and learning about the numerous proposals to improve transportation in Little Cottonwood. I DO support the following: - I think the snow avalanche sheds in the mid canyon will help reduce the number of road closures and overall minutes of road closure. - UDOT should fund additional snowplows for station 233, allowing for two snowplows to remain in Big and Little Cottonwood canyons at all times during storm events. I do NOT support the following: - The third lane in Little Cottonwood is not the transportation answer we are looking for. This will enable more vehicles to enter the canyon without addressing the lack of parking at Alta and Snowbird. During the frequent snow storms in Little Cottonwood, more cars will make it more difficult to clear the road and will likely cause more vehicle accidents.	Website
1199	6/14/2019	Ramsey	Mindy	The entire eco system of the canyons should be considered. Traffic is a part of the problem. Rental cars seem to be a huge problem from what I have read. Perhaps more parking so rental car users can take a bus up the canyon. Lots of SLC users take the bus and even more can do so. Each car should pay a fee to enter the canyons just like in Millcreek...I think a higher fee is appropriate. People with three or moe passengers should get preferential parking spaces closer to the lodge. I do not favor linking the various ski areas in different canyons by using lifts.	Website
1200	6/14/2019	McCloy	Marjorie	I feel the best solution to both summer and winter traffic is to Improve mass transit connections to and within the canyons. This involves improving parking near transit. Various mass transportation systems in the canyons (bus, gondola, rail, etc) deserve your thoughtful attention, but please do not accommodate more parking or private vehicles in the canyons by expanding roadway capacity or by building more parking in the canyons. The key is frequent, convenient, affordable mass transit.	Website
1201	6/14/2019	Hardy	Nancy	Dear UDOT, Thank you all for listening and taking all the valuable comments from everyone! I've already left a comment, but I'd like to reiterate that it's important to keep Wasatch Blvd small, lower it's speed, and protect the precious mountains that everyone is lucky to enjoy, view, recreate, live near, etc. Once it's widened and opened to fast commuter traffic, the mountain feel and beauty will be lost forever. Commuters will be perfect to travel along Highland, 1300 E, I-15, as those roads are already equipped to handle car volume, who's objective is to commute quickly from north to south. A transportation hub will be perfect to accommodate traffic to the ski resorts...plenty of parking, easy and often shuttles or small buses to accommodate skiers & equipment. Parking would be easy at the north end of the gravel pit in CH and at 9400&Highland in Sandy. Thank you for taking everyones comments into consideration! UDOT loves the mountains as much as everyone! Protecting them as growth happens is key. thank you! :)	Website
1202	6/14/2019	Theodore	Dea	I think a transit hub at the base of BCC is a step in the right direction for addressing the traffic issues and a great staging area for getting more people on the bus as well as carpooling. Until we have exhausted all of our efforts and options for transportation solutions then I am against tolling. An increase in bus service during peak time would be beneficial. Thanks for listening.	Website
1203	6/14/2019	Biltoft	Christopher	The Cottonwood Canyons would be a great place to try autonomous driving vehicles. The route is straightforward with few intersections and the possibility of limited traffic. These vehicles could be electric to minimize pollution and would not need to park in the canyon, thereby reducing the amount of parking space required. Individuals or family groups could travel without having to wait for a bus or tram. Accidents and congestion could be reduced by computer control of vehicle movement. I also suggest snow sheds to cover areas where avalanches or rockfall could obstruct travel.	Website
1204	6/14/2019	Dean	Larry	Why not close the canyon to cars and make electric buses the only way to enter and exit the canyon?	Website
1205	6/14/2019	Kobe	Kit	Please consider in your EIS not only the impact of the actual roadway but also the impact on the watershed, canyon flora and fauna, and the rest of the natural environment of Little Cottonwood Canyon. This area needs to be preserved for future generations.	Website
1206	6/14/2019	Hutchinson	Brian	I would like the EIS to conduct year-round studies that: 1. Present data and studies that track the environmental effects of human and vehicle traffic (noise & air pollution, view shed degradation): automobile, bus, heavy truck, motorcycle, helicopter, train, tram 2. Comply with federal, state and county decibel limits, tailpipe emission restrictions, and safety requirements 3. Present evidence of studies that show how vehicle speed effects noise from engines, tire, and wind turbulence with respect to speed 4. Present studies of how vehicle speed effects noise and air pollution 5. Present studies of how vehicle speed affects safety 6. Present studies of how the number of lanes effects speed limit compliance, promotes passing, endangers bikers, hikers. 7. Present studies of how vehicle density and speed affects road-kill. 8. Quantify and qualify the habitat degradation associated with the widening of a road on the uphill and/or downhill side of a road. This will require bird counts and other animal counts, water and air quality studies. 9. Measure and/or predict the effects of vegetation and tree removal on water retention and erosion. 10. Establish carrying-capacities of trailheads & trails, resort parking and activities, parking and queuing for all transit options 11. Compare the visitor delivery efficiencies (per person) of automobile, shuttle van, UTA bus, tram, train with respect to energy spent , delivery times, safety, noise and air pollution	Website



Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				(emissions), total amount of private and public expenditure (Valley and canyon vehicle expense (private and public capitol cost, insurance, maintainence, labor, trip times)) Thank you	
1207	6/14/2019	Hutchinson	Brian	I would like the LCC EIS to: 12. Compare the effects of speed limit reductions to and from the 209-210 intersection (Currently 50 mph on North-West bound Wasatch Blvd, and 40 mph on up-canyon and down-canyon traffic entering the intersection 13. Use temporary barriers to study the effects of a Transit-only lane up-canyon from the 7-11 at Hwy 190 , into and out of the Park & Ride at LCC base 14. Study (with striping) an up-canyon merging lane that prioritizes buses and shuttles and ends within 800 feet above 209-210 intersection 15. Study a hard-shoulder bus/shuttle only lane from Sandy along 209 and the 7-11 along 210 16. Study variations on the 209-210 merging lane in stages, starting with only striping and barriers (no grading or tree/brush removal and no additional paving)	Website
1208	6/14/2019	Barrell	Jeff	I am a seasonal visitor to Salt Lake. I used to live here, but moved several years ago. I remember when driving up the canyon was simple and fast. I now live in Boston where traffic and congestion are everyday. Boston doesn't have option of expanding freeways like California. They have good bus, trolley, and train service that provides an alternative to driving. The canyons need to limit parking and charge for it to encourage bus ridership. People hate taking the bus because the existing service is not suitable. During mid-day, it runs once per hour, which is not suitable. Use resources to provide valley parking and bus service in BC & LC canyons. It is expensive running empty buses, so perhaps run a van or small shuttle during the day and large buses for peak hours. People will ride the bus if 1) reliable and timely and 2) driving and parking in the canyon is expensive and impractical. Use the 3rd lane for bus traffic only.	Website
1209	6/14/2019	Jirik	Richard	The avalanche mitigation and trailhead parking measures mentioned on p.7 of the Draft Alternatives- development and Screening Methodology Report only address part of the traffic and parking problem in Little Cottonwood Canyon. This document fails to consider the possibility of addressing traffic congestion and parking along SR 210 by the use of tolling and additional mass transit. While these alternatives are by themselves no panacea for resolving the transportation problems outlined in the EIS, I was disappointed to see that nowhere in the draft EIS documents are tolling and additional mass (bus) transit even mentioned as possible alternatives, or measures to be considered. If they will not be considered in the Little Cottonwood Canyon EIS, will they be evaluated elsewhere, i.e., as part of another study ?	Website
1210	6/14/2019	Garber	Howard	I commend UDOT and Utah State Govt. for recognizing the importance of managing traffic in a world class destination. This is the only city in the country that has world class mountains in its backyard. I have been involved in planning and air quality issues in the Wasatch since the 1980s and worked extensively on Salt Lake County Wasatch Canyons Master Plan in 1987-89. Although I have recently moved to Idaho, the Wasatch and Little Cottonwood have a place in my heart. I have spent 46 yrs living in proximity to Little Cottonwood and continue to recreate there. Avalanche mitigation and public safety requires less density of vehicles and slower speeds in the canyons. Snow sheds etc. are not my area of expertise, but I certainly appreciate that avalanche mitigation and public safety are a critical part of the EIS.  I feel strongly that the only option for an extra traffic lane in the EIS would be a dedicated lane for mass transit. Mass transit (buses)in summertime and incentives for car-pooling is preferable to adding to existing parking lots. There should be at least two alternatives in the EIS that encompass no more roadway capacity or parking for private vehicles. I support looking at mass transportation systems within the canyon (bus, gondola, rail, etc), More blacktop for parking or extra road increases water run- off into Little Cottonwood Creek. This ultimately makes the creek a less desirable and more expensive water source. Water quality and quantity should be considered in this EIS. The Cottonwood Canyons are a refuge from summer heat and winter air pollution for thousands of people. They are a de-facto park for a growing population. More private vehicles speeding in a narrow canyon are incongruous with this use. Disturbances to greenery, open space, wildlife and the natural environment need to be included in this EIS. Given that Salt Lake City and County are out of compliance with EPA as far as particulate air pollution, this is another factor that should be included in the EIS alternatives. Air quality should be an independent variable in all alternatives included in EIS.  While economics is an important factor for this EIS, quality of the experience for tourists and locals is a less easily measured but just as important a factor for this EIS. Putting more cars into a steep narrow canyon on a possibly snowy day makes no sense. The ski industry represents less than 2% of Utah's overall economy and the highway should not be managed as an appendage of the ski industry. Local people have unequivocally stated that the alpine ski industry should not have a greater imprint on the Wasatch canyons. Universities, industry, hospitals, and research facilities have been able to recruit professionals to the Wasatch front because of the quality of life provided by beloved mountains. A larger imprint of ski resorts means that other recreation opportunities are diminished. Ski resorts can increase visitation by dollar incentives for more people in vehicles, charging for parking, raising lift ticket or hotel prices or many other factors extraneous to this EIS. One study showed that only 6-8% of Salt Lake County residents ski, and many local residents just visit the Little Cottonwood in the summer. Accommodating growth in the local population will require year- round mass transit. This should be implimented now. Getting folks out of the mind set of using their pvt vehicle is difficult. This should be considered and prioritized in EIS before more parking is considered. In addition, there should be Improved mass transit connections to and within the canyons and attempts should be made to find parking outside the canyons to help people getting on transit. According to a popular song by Joni Mitchell, "You don't know what you got till it's gone. They've paved paradise to put up a parking lot with a pink hotel"  Thank you kindly, Howie Garber M.D.	Website
1211	6/14/2019	Borgenicht	Roger	From: Utahns for Better Transportation UBET) These comments concern the purpose and need, primary objectives, and specific improvements under consideration in the draft Little Cottonwood Canyon Environmental Impact Statement (LCCEIS). We recognize the different transportation/traffic problems in the "urban" section of the study area and the "rural" section from the mouth of Little Cottonwood Canyon to Alta but the limitation of the study area on the north at Fort Union Blvd eliminates an option that could provide long term solutions to travel into the Cottonwood Canyons as population and potential visitation increases year round. For over 30 years the Central Wasatch Mountains have been subject to multiple studies and planning efforts all addressing in some manner, transportation and parking challenges coming from impacts in Big and Little Cottonwood Canyons from private automobiles. Indeed, the 1989 Wasatch Canyons Master Plan states, "The highway transportation goal of the plan is to reduce private vehicular traffic in the Cottonwood Canyons during peak periods." It has been recognized in many studies since, that attempting to accommodate increased private automobile use in the Cottonwoods will degrade the environment as well as the recreational experience at both the resorts and dispersed venues.	Website

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				<p>We should be looking to the examples of Utah's own Zion Canyon and the second most visited national park, the Grand Canyon, for how increased visitation can be accommodated with convenient, reliable, free shuttles, sized and scheduled to meet particular travel or access desires. Zion Canyons prohibits cars altogether ten months a year and Grand Canyon provides a large parking area at the Visitor Center and requires shuttle travel to various scenic venues along the South Rim from March 1 to November 30. The long (and short) term solution to travel up and down the Cottonwood Canyons could be a reliable, attractive and affordable shuttle system using vans and buses from a large transit/shared ride center located on part of the Cottonwood Heights gravel pit on Wasatch Blvd north of Fort Union Blvd.</p> <p>This Canyon Shuttle / Shared Ride Center could provide an attractive alternative to private automobile use in the canyons at peak periods especially if congestion pricing were instituted for private automobiles with few riders at peak periods. The Center could also provide digital readout of parking lot capacities in the canyons and announce when parking lots are full so people could choose a shuttle trip while still on Wasatch Blvd. Innovative technological and real-time information at the Center could incentivize shuttle and ride share trips helping to reduce automobile congestion and delay in the canyons.</p> <p>The home page on the LCCEIS website was alarming in that the first option for specific improvements under consideration is roadway capacity and that transit is not even mentioned in the four improvements noted for consideration. It is striking that the focus is, once again, on adding road capacity to improve automobile mobility rather than developing an alternative that provides incentives for a more balanced travel mode share for access to recreational venues in the canyon.</p>	
1212	6/14/2019	Hanson	Nancy	<p>In addressing auto congestion, please place a priority on increasing bus ridership by decreasing fees (or offering increasing savings for monthly and annual passes compared to daily passes), increasing service, including summer bus service, and adding express buses to ski resorts. Adding connectors from different areas in the valley would add convenience to riders while also spreading out parking throughout the valley. A stop at the canyon base (or bases should this model be expanded to BCC) would allow backcountry riders to transfer to buses that would service backcountry trailheads. Placing a priority on buses for transportation would also facilitate traffic management for avalanche control efforts, and updates/delays could electronically be displayed at the parking lots throughout the valley. Alternatively, adding additional lanes or parking in the canyons would not only change the character of the canyons, but also negatively affect water and air quality, wildlife, and the ecosystem. It seems that increasing auto capacity only works for awhile before it is again overcrowded. A focus on bus service should be much less expensive for UDOT and enhance local and visitor experience in the canyon (airport express bus connectors would be important). Auto use could be limited to property owners and service deliveries. While many of us will likely bemoan not being able to take our cars up the canyon, we will adjust with a well-planned bus system.</p>	Website
1213	6/14/2019	Rice	Kathleen	No more parking spots and no more cars. Public transit only. I am not in favor of a fee per car.	Website
1214	6/14/2019	Cox	Vaughn	<p>The description of the study area in Draft Purpose and Need Chapter describes the roadways that will be affected by this study. No mention is made of the natural areas surrounding or on either side of the roadway. I have been told by UDOT representatives that the area of the study is essentially the roadway and a few hundred feet on either side of the roadway. This study area is smaller than the area that would be affected by the EIS projects. The study area should include the extended natural areas on either side of SR 210, especially Little Cottonwood Creek. Much of the road is located on steep slopes directly above the creek. I would ask that the study area be expanded to include the creek and much, if not all, of Little Cottonwood Canyon.</p>	Website
1215	6/14/2019	Cox	Vaughn	<p>Trailhead parking</p> <p>It is our understanding that parking lots will be expanded or built at three different trailheads in the Canyon including the White Pine Trailhead, Lisa Falls, and lower in the Canyon at the bridge. Our understanding is that the intent is to expand the number of parking spaces to include current parking lot capacity plus the number of cars typically parked on the road at or near the site. It is also our understanding that once the parking lots are expanded that parking on the road will be prohibited.</p> <p>While I am in favor of the parking lot expansion, I am opposed to making it illegal to park on the road near the trail head. I oppose this. It would not be fair to prohibit roadside parking near the trailheads if roadside parking near the ski resorts is allowed. This would, in effect, make skiers a favored class over the trail head users. Roadside parking should be consistent in the Canyon. We ask that one class of Canyon user not be favored over another. If street parking is not allowed near the trailheads it should not be allowed near the ski resorts.</p>	Website
1216	6/14/2019	Forsdick	Christine	I would like to ensure the committee looks at UTA as a viable source to reduce traffic. It is not cost effective for individuals to drive to a park and ride then pay for the Bus. I feel UTA needs to look at the rates for rides who are not season ticket holders.	Website
1217	6/14/2019	Presson	Angela	<p>Roadway solutions which only decrease congestion in one direction should not be considered as a viable alternative. This would include alternatives such as adding one lane from Wasatch to Alta. Alternatives must include solutions which would alleviate both uphill and downhill congestion; if one direction is to be prioritized it should be downhill. In addition, any alternative considered should jointly evaluate how increased levels of parking will be provided.</p> <p>We don't believe snow sheds are a viable alternative to alleviate congestion caused by overcapacity usage. Snow sheds are an expensive alternative which only allow the canyon road to open sooner and do not achieve the mission goal of the study which is to alleviate 2050 congestion.</p> <p>Alternatives evaluating mass transit prioritization should be increased. This should include numerous methods to increase UTA bus usage or public-private partnerships. Evaluation of canyon closure for peak periods should be evaluated during which only mass transits would be allowed. These evaluations should consider integration of staging/queuing of private vehicles on Wasatch Blvd or in Sandy/Cottonwood Heights. This could include Wasatch layouts such as where a curbed off section is used either as a tolling/queuing lane or as a Bus only lane during the winter; during the summer this curbed lane could be used as a bike lane for both North and South bike lanes.</p> <p>An alternative should be added to evaluate ways of improving and easily control the quality of vehicles traveling in the canyon during the winter time. This should include improved safety evaluation. Such a method of evaluation could be to have tire safety checks done by local tire stores every year which would provide a sticker based off the ranking of the vehicle such as a sticker representing 4x4/AWD with snowtires with adequate tread and a different sticker for 4x4/AWD with all-season tires with adequate tread. This would allow law enforcement officers to easily evaluate vehicles pulling into the canyon on high congestion days. In addition, the alternative should evaluate closing the canyon to any non-4x4/AWD vehicles without snowtires for the entire winter season. Tire chains should not be considered a viable traction method unless they are automatic. Both of these alternatives would potentially greatly improve safety in an immediate noticeable way, a stated goal of the EIS, with nearly no cost to the tax payers of Utah.</p> <p>All alternatives should have an evaluation of the burden onto the tax payers of Utah. Alternatives which would place the cost burden on those recreating in the canyon should be scored as more favorable.</p>	Website
1219	6/14/2019	Hanson	Art	<p>Constantly upgrading the highway up Little Cottonwood to handle increased traffic is a no-win strategy. With the anticipated growth of visitors, the canyon will be overwhelmed with traffic sooner than later.</p> <p>Consider:</p> <ul style="list-style-type: none"> <li>- eliminate all cars except for residents and service vehicles - allow bicycles</li> <li>-provide bus service year-round. utilize smaller buses during non-peak times</li> </ul>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>-provide additional parking at base of canyons or other nearby areas</p> <p>-provide stops at trail heads up the canyon - with the reduced traffic, bus stops will be less hazardous</p> <p>-set bus fee at reasonable rates to encourage usage</p> <p>-provide yearly or monthly passes to reduce costs to consumers, provide more constant revenue, and make using the bus more attractive</p> <p>By eliminating traffic up the canyons, expensive road improvements can be avoided, the canyon experience will be better for visitors, avalanche risks are minimized and impacts to the environment will be reduced</p>	
1220	6/14/2019	Berry	Lea	We suggest all downhill skiers travel to the ski resorts on high speed buses and that snowshoers, back country skiers and rock climbers be allowed to travel by car.	Website
1221	6/14/2019	Dishman	Paul	<p>I am concerned about the proposal to increase the parking size at the park-and-ride at 94th S. and Highland Drive. I live in a house next to that park-and-ride. I am concerned what a parking structure would bring to my family and small children who live next to this area. A parking structure that is several stories high would violate the privacy of my backyard where my children play. Also, we have already been the victims of several thefts from individuals coming from the park-and-ride center.</p> <p>I would hope that any future plans in this areal ask that any plans for development or changes to the park-and-ride specifically here at this location in clued in put in the planning phase and the project assessment phase of the residence of this neighborhood.</p> <p>One suggestion I have is that across the street on the north side of 94th south the ShopKo center which has recently been abandoned would be available for purchase. It has extensive parking, is already zoned for commercial which would allow a multi use development to occur. And the residence there already have a barrier wall and serious separation from the ShopKo building. Maybe switching or flipping these two properties would allow a larger transit center to occur on the north side of 9 One suggestion I have is that across the street on the north side of 94th south the ShopKo center which is recently been abandoned would be available for purchase. It has extensive parking, is already zoned for commercial which would allow a multi use development to occur. And the residence there already have a barrier wall and serious separation from the ShopKo building. Maybe switching or flipping these two properties would allow a larger transit center to occur on the north side of 94th South And allow for more appropriate and smaller commercial development to occur at the south east corner of Highland Drive and 94th.</p>	Website
1222	6/14/2019	Zeigler	Wendy	We need to decrease cars on 210. We need to make it faster, easier, and cheaper to take the bus and eventually that should move toward a train. The traffic corridor needs to be contained to. where it is now, maybe a bit wider for a bus lane. I am in favor of a toll, avalanche sheds, 4 season bus service. I do not support bigger parking lots, that will not fix the problem. Incentivize public transportation. teach people to use public transport. If it is faster, it will be used. Figure out the parking in the valley and do it soon. Sorry, but 2021 is too long to wait for the parking and the bus part of this. Do it now!	Website
1223	6/14/2019	Peck	Michael	Please don't widen the road in Little Cottonwood Canyon. Use another solution!	Website
1224	6/14/2019	Barrett	John	The problem as I see it is that there are too many cars especially on avalanche days. We need to have a way to prevent cars waiting on the road. I am in favor of avalanche sheds to keep traffic moving. I am against more lanes and more parking. We need to discourage more cars. Better bus service and carpooling are the answer. When the existing lots are full no more cars should be allowed up the canyon. This is not about ski resorts maximizing there profit margin.This is about preserving a very special canyon. Thank you John Barrett	Website
1225	6/14/2019	Cannon	Mike	<p>I am a season pass holder at Alta. There were a couple of days this past ski season where I just turned around along Wasatch Blvd and bailed on going skiing because the traffic was insane. Something needs to be done to fix this, or people like me will eventually just stop skiing in LCC (or BCC for that matter, which gets just as bad).</p> <p>I think the best thing to do would be to build a dedicated bus lane along Wasatch Blvd and up the canyon, and also build better ski bus parking further down in the valley. I would ride the bus, and take my truck off the road up the canyon, but for two things. First, the buses currently get stuck in the same traffic as everyone else. If I were to take the bus, it would take me longer to get to Alta because I would have to park, wait for the bus, and then sit through the same traffic. If the buses could just zip past the line of cars in the canyon, that would be a huge incentive to ride the bus. Second, there currently isn't any parking for the ski bus near me. I live in Sugar House, and to take the bus, I'd have to drive to a parking lot at the mouth of the canyon, then park there and wait for the bus. If I could get on the bus near my house and if there were a parking lot there, and if the bus would then go straight to the resort, that would be another big incentive for me to take the bus. I've heard Sugar House park mentioned as a possibility for parking and a ski bus stop - that would work great for me.</p> <p>Widening the road just to allow more cars to go up won't be a solution to the traffic problems in the canyon - that will just attract more cars up the canyon. The best solution is clearly mass transit (get the same number of people up with fewer vehicles), and some simple changes - a dedicated bus lane and ski bus parking near where people live - would make it feasible for people like me to take the bus instead of drive. Thank you.</p>	Website
1226	6/14/2019	Harmon	Steve	Explore and improve mass transit connections to and within Little Cottonwood and Big Cottonwood Canyons. Locate parking outside of canyons so people can reach mass transit connections. Explore all mass transit options, including rail, gondola and non-polluting bus transportation. Do NOT accommodate additional parking in the canyons for private vehicles. Do NOT expand/widen roads in the canyons to accommodate more cars. No more parking lots. An emphasis must be placed on reducing automobile transportation. Emphasize and provide incentives for car pooling, park and ride approaches. The vision should be to protect and preserve our sacred canyons, wildlife and scenery.	Website
1227	6/14/2019	Poynor	Chris	<p>Widening Wasatch makes no sense as the problem of getting cars up the mountain still exists.</p> <p>Consider a fee which would encourage carpooling.</p> <p>A parking garage at the mouth would ruin a beautiful area. Put it at Snowbird or at the BCC quarry and 9400 Walgreens and run buses.</p> <p>Please consider restricting joyriding motorcycles from the canyon, The noise can be heard for miles in the canyon.</p> <p>A gondola would destroy the canyon views plus if people won't ride a bus, why would they ride a gondola. Prove they will ride buses first.</p>	Website
1228	6/14/2019	Reese	Dan	Please add more ski buses for the 953 line to (Little Cottonwood Canyon) during the next season for mid-day. On weekdays there was no bus running between roughly 10:00am and 12:45pm. Many employees had shifts that start at 1:00pm and the only options were to get up the canyon 2-3 hours early via the bus or to drive themselves. The 953 line was the only line that had this large of a gap with no buses running. Other than this issue, my experience using the ski bus was fantastic! Thank you for making it easier/safer to get up the canyons during the winter season! It truly is a blessing.	Website
1229	6/14/2019	Nichols	Gary	I think the most efficient, least expensive, and quickest to get going is to provide better mass transit in the form of buses or shuttles. Adding more lanes to the road just encourages more people to drive and will cause further damage to the environment as the road is widened. It would also require tearing up land for more parking. There needs to be more parking below the canyon not up in the canyon. Since a lot of the use is for the ski resorts to make money, I think they should be paying for a big part of whatever is done. This can be passed on to those who use the resorts through increased fees for tickets and passes. Fees could also be charged per car for going up the canyon but this should be kept small so that everyone can afford to visit the canyons, not just the wealthy. Actually, I think it would be best to not allow private cars, except for private property owners and a few other exceptions. Just set up a good shuttle system for everyone to use to access the canyon.	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1230	6/14/2019	Barker	Christine	Rather than expanding road capacity and parking in Little Cottonwood Canyon, I urge you to improve transit connections to and within the canyon. By locating parking outside the canyon and facilitating transit access, the impact of traffic on the canyon can be minimized as more and more people seek to enjoy its recreational and environmental value.	Website
1231	6/14/2019	Kraan	Eric	<p>I would like to reiterate the community's commitment to the goals presented to Mr. John Thomas through the Unite for CH Petition "Save Wasatch Blvd."</p> <p>Further, I would like to Highlight the importance of providing and prioritizing viable, comfortable, mass and active transportation through the "Urban Segment" of Wasatch Blvd as the key element to resolve the conflicting uses of Recreation patrons traveling on opposite direction to commuter traffic; both of whom can disrupt the local community's ability to traverse along or across the corridor in a safe and timely manner.</p> <p>Providing pedestrian &amp; cycling infrastructure within the "clear zone" of car traffic at excess speed of 50 mph does not accomplish such a goal. "Neighborizing" Wasatch Blvd. through the use of protected cycle tracks, as those prioritized in the Cottonwood Heights Bicycle Master Plan would help provide such infrastructure, as well as serve as a traffic calming device that would reduce the speed of vehicular traffic along this corridor. You can review the city's plan; especially page 12 where it states: "The ultimate goal should be to improve Wasatch Boulevard to a Category 1 bicycle lane"</p> <p><a href="http://cottonwoodheights.utah.gov/UserFiles/Servers/Server_109694/File/Departments/Planning/Bicycle%20and%20Trails%20Master%20Plan.pdf">http://cottonwoodheights.utah.gov/UserFiles/Servers/Server_109694/File/Departments/Planning/Bicycle%20and%20Trails%20Master%20Plan.pdf</a></p> <p>The Salt Lake County offers further examples that will improve bicycle traffic across, rather than just along Wasatch Blvd. I suggest you review the recommendations at page 18 and 19 of the Salt Lake County's Bicycle guidelines and apply such improvements at all intersections to facilitate AT modes of travel as well as increase the safety of every user along this corridor.</p> <p><a href="https://www.slco.org/uploadedFiles/depot/frd/planning_transportation/SLCoBikewayDesign.pdf">https://www.slco.org/uploadedFiles/depot/frd/planning_transportation/SLCoBikewayDesign.pdf</a></p> <p>I am fully aware that transforming people's cultural idea of transportation will not happen overnight, but the WFRC's transportation 2050 plan is a long term effort and as such we need to start thinking about how we need to increase the efficiency of our transportation corridors, especially in sensitive areas like the Little and Big Cottonwoods. The best investment we can make is to begin to prioritize mass transit today, to accomplish a radical change in the manner people think about transportation in this area (as well as the entire valley) in 30 years. Our community is committed and willing to expand the geometric design of Wasatch Blvd. if it primarily serves to create a bus corridor that will reduce the number of cars while inviting a larger number of people to traverse our city in order to commute to work, or recreate in the mountains. Simply adding more cars and inviting more single passenger cars to dissect our community will effectively starve off the small but vibrant communities that live alongside Wasatch Blvd. For this reason I firmly support the concept of a BRT system (dedicated bus lanes) to be the sort of lanes that are added to the improvements considered, rather than just lanes of car traffic. This idea is strongly backed by the City of Cottonwood Heights, The Petition of Unite CH, and the 2050 WFRC plan. and I would stress that anything short of doing improvements that reflect these views is a deviation from the vision of UDOT's mission statement.</p> <p>For more backing information I include these links, although I believe you are fully aware of their contents already:</p> <p><a href="https://wfrfc.org/vision-plans/wasatch-choice-2050/goals/">https://wfrfc.org/vision-plans/wasatch-choice-2050/goals/</a></p> <p><a href="https://www.change.org/p/john-thomas-save-wasatch-blvd-cottonwood-heights-says-no-to-a-hwy">https://www.change.org/p/john-thomas-save-wasatch-blvd-cottonwood-heights-says-no-to-a-hwy</a></p> <p><a href="http://ch.utah.gov/UserFiles/Servers/Server_109694/File/Government/Public%20Notices/Wasatch%20Boulevard%20Master%20Plan%20DRAFT%20(Redlines%205.31.19)%20-%202.pdf">http://ch.utah.gov/UserFiles/Servers/Server_109694/File/Government/Public%20Notices/Wasatch%20Boulevard%20Master%20Plan%20DRAFT%20(Redlines%205.31.19)%20-%202.pdf</a></p>	Website
1232	6/14/2019	Bowman	Jane	Expand mass transportation, not parking. Make ski resorts charge for parking to encourage carpooling and mass transportation.	Website
1233	6/14/2019	Boardman	Kelly	<p>As a homeowner in the Top of the World neighborhood, urban planner, employee of the ski resorts and frequent user of the Cottonwood Canyons during all four seasons, I believe we need to do everything possible to preserve the quiet mountain environment in the area. To accommodate growth please consider the permanent negative impact that expanding roads will have on the area. We need to shift our focus to limiting private cars in the canyons, not accommodating more with extra lanes and more parking. Let's create a sustainable future by focusing on the following:</p> <ul style="list-style-type: none"> <li>Improve mass transit connections to and within the canyons</li> <li>Find parking outside canyons to help people getting on transit in the canyons</li> <li>Look at various mass transportation systems in the canyons (bus, gondola, rail, etc), but do not accommodate more parking or private vehicles in the canyons by expanding roadway capacity or by building more parking</li> <li>No more parking=Less vehicles</li> <li>Carpooling</li> <li>Park 'n Rides</li> <li>Improved transit connectivity</li> <li>Expanding Wasatch and LCC road will only create new challenges.</li> </ul>	Website
1234	6/14/2019	Poulsen	Stephen	<p>I felt compelled to add another comment regarding the devastation to any LLC EIS if the subject of the type of ski passes the ski resorts are selling, namely IKON and all derivatives. I expect and demand the LLC EIS address the impact these passes have had over the past couple of years too LLC. Left to be the sole decision of the ski resorts to sell such a pass, the impacts will be left to UDOT and other local government agencies to maintain and deal with this cancer. The ski resorts are sucking up front money for the upcoming ski season(s) to the detriment of all things LLC except private profit. Nothing the EIS will develop and implement will mitigate or slow down this runaway train of unregulated profit/growth. Unless the ski resorts reverse course on passes such as IKON, everything they say to the public is a lie.</p>	Website
1235	6/14/2019	Geisler	Julia	The Salt Lake Climbers Alliance appreciates the opportunity to provide UDOT with input on this extremely important climbing resource. Our comments were emailed to John Thomas and Brandon Weston on June 14th, 2019. Please confirm they were received. This is a huge and important task that we are available to support. Please reach out as needed.	Website, Attachment included, titled "Attachment to Comment #1235"
1236	6/14/2019	Rodriguez	Christina	<p>In prior years I have seen the passing lanes coned off on high traffic days. I think this is a great idea and really helps, especially at Tanner's where it tends to bottle neck. Often, on high traffic but good weather days, traffic will be crawling until Tanner's but after that it is smooth sailing. I believe this is because of the passing lane and cars merging back in. I did not see the passing lanes coned off at all this year.</p> <p>On one road closure morning the road was particularly slippery on the way up. An officer closed down hill traffic on a section of the road where every car in front of me either fishtailed or spun out. I was very thankful that the officer closed downhill traffic so that I had extra space when it was my turn to momentarily lose control of my vehicle.</p> <p>I think the high T that was installed by the Cliff Lodge has been helpful in getting people out of entry 4 where it can sometimes take an 1+ hours to make it from the parking structure to highway 210.</p> <p>More plows on the high traffic, high snow days would be extremely beneficial as well.</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1237	6/14/2019	Niederhauser	John	The study should look into studying the European models of transportation through canyons. trains, gondolas, trams tunnels, ect. The volume of traffic and recreation up our canyons is not going to decrease with the growth of our population. We need to study the volume of traffic coming from Utah County to LCC. A gondola /lift access from American fork canyon and one from Heber the area would help with more access points. The study should look into the One Wasatch model of connecting all the resorts for winter and summer use. The canyons transportation issue is complex and there is not just one solution.	Website
1238	6/14/2019	Tuesday-Heathfield	Hunter	Hello! As an avid skier, hiker, and frequent patron of the cottonwood Canyons, I strongly oppose adding an extra lane to improve the flow of traffic in LCC. It would only encourage more traffic in the Canyon and we would be right back at square one. I believe that the ~\$60 million allocated to UDOT can be used much better! We could start with improving mass transit options to and within the Canyon, with additional parking at the mouth to encourage park & ride. Other mass transit options would be ideal, such as more busses, a light rail, or gondola option. Improved travel in the canyon should be addressed this way, instead of encouraging more private vehicles in the canyon. Thank you for your consideration!	Website
1239	6/14/2019	Simons Kraan	Kimberly	<p>UDOT states SR210 thru Cottonwood Heights is a Regional status Road , and as such seeks to widen Wasatch between Bengal(7800 S0 and the High Tee intersection This is NOT as result of season "ski"traffic, but in response to "commuter" traffic in the area, which is not that bad. Local residents who live along or adjoining Wasatch are adamantly opposed to any road widening, particularly the proposed 5 lanes + 2 flex lanes = 7 TOTAL LANES!</p> <p>For UDOT to increase a 2 lane road to 5 + lanes then bottleneck it a mere 1-1/2 miles south serves no purpose. Due to restrictions of jurisdiction, UDOT cannot continue it's HWY project thru to the southern communities of Granite, Sandy, Draper, because those communities reside outside of UDOT's jurisdiction. Those communities have no wish for their roads to be increased to 5 lanes, either. As result UDOT will be hard-pressed to continue this widening project further south. Granted UDOT went and sought funds, thru the state bond process, and is now pressured/feels compelled to spend these funds, to show project results, otherwise, and rightly so, future request may potentially get overlooked or denied; the public is well aware of the funding processes.</p> <p>So, with mounding contention, the public perception is that UDOT is pushing to widen Wasatch, but this can occur only thru the section it has control over, specifically in Cottonwood Heights. Cottonwood Heights officials, however, take position that they have no authority over this section of UDOT's road, pointing back at UDOT, while at same time representing their community thru CWC/WFRC /UDOT agencies, giving assuming nods of approval. The whole scarecrow arms charade has to cease with these agencies! Cottonwood Heights needs to step to the plate and take some responsibility, starting with finalizing and officially adopting their Wasatch Master Plan. After all, UDOT is proclaiming it is undergoing this widening project in accordance with Cottonwood Heights Wasatch Master plan, and with approval from Cottonwood Heights city. Here is a factoid you need to be well aware of - The Cottonwood Heights Wasatch Master Plan is only a Draft, not an approved official document. To assume otherwise reflects erroneous decision making on all responsible parties.</p> <p>What issue is UDOT trying to solve? Seasonal ski traffic or daily commuter traffic? During the open house, when requesting to know if there were traffic "studies that did comparative between the Wasatch SR210 route and other alternative routes (1300 East, Highland, and/or the completion of Highland bridge over Dimple Dell, or 700 East), Udot reps stated there were no traffic studies available of this nature. In other words, no traffic studies to show comparative capacities in these areas, or projections as to capacities on alternate routes, yet UDOT can make a rational decision that Widening Wasatch is justified, without data or analysis to back up that blanket claim. UDOT sought bond funds under Utah legislator, for tourism traffic issues, that would be used towards solution to ski area traffic solutions. Appropriating much of this funding towards widening Wasatch to resolve daily commuter traffic, versus addressing only those ski industry tourism issues, presents as a highly questionable misuse of funding.</p> <p>Residents in the immediate area have already succumbed to increased safety issues with ingress/egress from adjoining neighborhoods along Wasatch due to the High tee intersection project of 2017/2018. Time and again residents request the road speeds be reduced for reason of safety and they are told point blank that will not happen as the road is designed for both speed capacity and level of car capacity. Yet, this also presents conflict of meeting UDOT's own road design when it comes to active transportation as the bike lanes along Wasatch fail to meet the standard for the level of service and therefore create greater risks for those cycling it's corridor, and negating to provide a protected bike lane as the standard calls for. So, widening Wasatch to 5 lanes + 2 flex lanes serves to increase safety, and risks for incident for cyclists and cars alike, along with added congestion, pollution, and noise impact within the immediate area. Widening also serves to separate, dissect, and degrade adjoining residential neighborhood communities, and in some instances will destroy homes in its path. Noted, neighbors have been informed by UDOT that 5-6 homes in the area of Wasatch and Kings Hills will be destroyed to make way for widen roads to address daily commuter traffic. Ironically, further south along SR210 Cottonwood Heights officials just approved a zoning change request, by developers, to increase density; those developers can now enjoy increased profit by adding +4 to 6 homes in their proposed development, while 5-6 long terms Cottonwood "Heights residents are being kicked out of their homes to widen the road so those new homes owners can get to /from homes at faster rates of travel time.</p> <p>Tourism access and ski industry related issues most all can agree needs to be addressed, this can be easily handled through the provision of a 3rd flex lane for use during peak times. Snowsheds are long over-due solution, and their construction will inevitably result in less canyon closures moving forward. UDOT ought to phase the construction, initiating with the snow sheds, and a flex lane for busses, and study what impact/changes in traffic are reflected with these two solutions. The other factor here that seems to fall on deaf ears, is simply "traffic management", to not allow cars to sit grid-locked, idling on road ways during time of canyon closures. In decades past there was traffic management, it was discontinued for unknown reasons, but at the time law enforcement waved ski traffic off the road to park while canyon was closed. This Traffic Management system needs to be re-implemented so that school buses, emergency vehicles, public transit, and neighbors can get to/from in the areas during these occurrences. (occurrences documented at approx 20 days per ski season). Staging ski traffic at 2 key transportation 'transit hubs' near canyons seems logical and reasonable, on surface... Who is ultimately paying the price for these massive developments, as UDOT is not the in business, or position, to maintain operations of these large scale parking structures? How well utilized will the structures be if they only serve for 4-5 months of the year, and sit un-used a greater portion of the time? Though, massive parking structures with capacity to hold 5000 vehicles, it suggest state is putting all it's eggs into the ski industry, and is the driving force behind all of these "transit hub improvements" to stimulate increased patronage at the canyon resorts, without having the resorts themselves have to pony up a penny towards that effort. The state has stated that ski industry needs to be supported, but are we not in fact subsidizing the ski industry by building 2 large scale massive transit hubs (in Cottonwood Heights, and Sandy)? Traffic in each canyon is respectively limited to near 5000 cars per canyon, these transit hub projects provide for increasing patronage, to reports, still by car access; they do nothing to stimulate or shift transit option thinking towards "other alternative/active transit means(public bus/train). Of concern, since I reside in Cottonwood Heights, is the fact that in future the 160 areas at the Cottonwood Heights (known locally as 'the gravel pit') adjacent to BCC will ultimately develop, but NO ONE agency/official/city/developer, or otherwise has presented or provided any sort of proposed projects at this locale that could benefit from having 5000 car capacity parking structure (rather... grey elephant) at their disposal to incorporate into whatever use, be it large scale recreational or musical, or multi-use sports venues. To build such a massive (5000 stall) parking garage for "seasonal use" reflects a rather inefficient use of funding to pour a whole lotta concrete. Also, one has to ask, whether the smaller north site at the gravel pit is the best locale, or is this just premature rationalization to build based on "immediate need" or that fact that funds are now burning a hole in UDOT's pocket. Perhaps the larger parcel will be better suited for large scale parking structure, that can be sited into the visually obtrusive hillside to the east, rather than be a 5-10 story concrete become, ie. Welcoming mat for the City of Cottonwood Heights.</p> <p>Park Structure Operations? Since UDOT will not handle operations, those task will get passed off to the local jurisdiction, Cottonwood Heights, and thru TIF(tax increment</p>	Website

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				<p>financing), the city will have to invest its time, resources, and tax payer monies, to seek outside, private operations mgt, or... apply for ZAP(zoo and parks) funding to outright purchase this project – btw, Cottonwood Heights has no budget for this scale of purchase, and is in no position to purchase this property, nor manage it, but by virtue of UDOT building such a project it ultimately defaults responsibility to and imposes civic time and fees to contend with its operations onto Cottonwood height to seek private operations on its behalf, UDOT is literally passing the buck here. What has or is UDOT intending to equitably give back to Cottonwood Heights to handle this massive concrete parking garage landing within its city boundaries? Oh, wait... 5 lanes + 2 expansion of Wasatch cutting thru its city.</p> <p>2 directions of thought I will present to UDOT to take into consideration with the proposed Wasatch Widening project:</p> <p>1. Abandon the need to have this stretch of Wasatch(between Bengal(7800 S) and High-tee intersection) "remain a regional road and, designate it, or downgrade it, to a neighborhood street, in other words: "Neighborhoodize" this area! This action will revert road management task to the city in which this runs though, similar to Granite and Sandy to the south.</p> <p>This action will place local community first, ensuring the neighborhood communities along it's corridor will remain intact, safe for all, and not degrade quality of life per the areas General Plan objectives.</p> <p>Provide a 3rd flex bus lane to handle ski traffic, and provide a Ski traffic cmgt program in the area, to mitigate on-road grid-lock that occurs during seasonal avalanche closure days in LCC,</p> <p>Create a protected bike lane along the length of Wasatch, whether as part of Wasathc or as a shared pedestrian/bike pathway paralleling the corridors length,</p> <p>As a neighborhood Street, local authority of Cottonwood Heights would then have ability to reduce speed limits on the street, as community members have insisted for years, which would serve effetely to divert "daily commuter traffic" in the area, which has come to know Wasatch as a high speed access alterative to areas north. This route has been favored by communities south of Cottonwood Heights as areas fill in with higher density building, and Cottonwood Heights is no exception to the rule, as expressed above. Daily commuter traffic will seek other routes, and can disperse to use of 1300 East, 700 East and Highland Drive bridge (once completed).</p> <p>So, rather than degrade Wasatch to a high speed hwy akin to Bangeter, Wasatch Blvd has opportunity to transform into a chicane road design, with community needs served thru introducing slower speeds and design that supports active transportation goals, with bike &amp; ped recreational use along its corridor; it can be transformed into a linear park experience, for drivers and cyclist and pedestrians alike, and still serve as a gateway to the Canyons.</p> <p>2. Advised following goals of #1 above, with alternate proposal for widening to 5 lanes, if 5 lanes are warranted as part of the ultimate solution for "daily commuter traffic" along this small stretch of Wasatch, in this region. This option place those 5 lanes underground at approx 7400 South, as a subterranean hwy hat resurfaces at grade at the intersection "of the High-tee to the south.</p> <p>Placing the 5 lane hwy underground will promote community neighborhood connectivity, allowing those neighborhoods served by this corridor, to have improved east-west access, by maintaining the upper grade level streets as simple neighborhood streets that support alternative/active transportation usage and goals.</p> <p>Limiting access onto the 5 lanes of subterranean hwy to a few key connector streets will be required, to minimally impact flow of traffic above grade. Some traffic study will be necessary to select streets best suited to have on/off ramp entry/existing, while others serve to connect east-west neighborhoods.</p> <p>Additionally, surface grade level open space above can serve to address the pursuit to find home for a regional dog park in the area, and a linear park above, that incorporates a shared bike &amp; ped pathway and connects with the existing Golden Hills park, will provide valuable open space areas on the east benches.</p> <p>With that, there is much to still be explored by UDOT, Cottonwood Heights, and the agencies influencing regional decisions related to Wasatch lane expansion proposals herein.</p> <p>Clearly defined Goals &amp; Objectives will generally yield clear solutions. Cottonwood Heights has not gotten up to speed on their Wasatch Master Plan, and this widening project proposal places even more pressure onto the city to make decisions, unfortunately, these decisions are apt to come out of haste rather than researched, well designed and planned for solutions based upon community needs(H/S/W), and general consensus that solutions presented satisfy both Wasatch blvd master plan, and Long term goals of the Cottonwood Heights General Plan."</p>	
1240	6/14/2019	Crockett	Teresa	<p>Emphasis of this project should be to increase the public transportation options for accessing the canyon destinations such as through increased buses, additional bus routes linking to the canyon buses, outside of canyon parking for carpooling and public transit,... Year-round access to restrooms at trailheads will help protect the watershed. Moving more people up the canyon in fewer vehicles should be the emphasis rather than on getting more vehicles up the canyon. Increased options for taking public transportation up the canyons needs to be year-round. UDOT reports that 78% of skiers arrive at the Canyon resorts by private or rental vehicle. However, the EIS also mentions that during the winter of 2016/2017 when UTA revised the bus service in the Canyons and increased the frequency of trips, they saw a 26% increase in ridership. The report also mentions the lack of reliable summer bus service in the Canyons currently and the parking (and safety) issues this creates.</p>	Website
1241	6/14/2019	Dela Cruz	Brianne	<p>I do not approve of udot altering the meaning and clearance of the act. It must take into account the entire ecosystem of little cottonwood canyon for the public and environmental health of the land we all love and need to survive.</p>	Website
1242	6/14/2019	Senft	Steven	<p>I frequently travel to LCC to either climb or ski and have noticed an increased number of people just going for a drive up the canyon to simply drive back down with no intentions to experience the canyon outdoors or at a resort.</p> <p>Also the amount of cars with only one person traveling up the canyon is unbelievable.</p> <p>Turning out of the LCC park and ride is dangerous as it's very hard to see cars coming in either direction.</p> <p>I have also seen the number of ski bus users staying about the same. I think the cost of the ski bus is to high and should be the price of a normal bus. There is no incentive to take the bus rather than to drive. The resorts are pricing out the lower income families from enjoying snow sports, we don't need UTA doing the same.</p> <p>Can you please close the road and build a raised mono rail and keep the road open to bikes and people.</p> <p>Thanks for reading!! I love LCC! Its what keeps me in UT.</p>	Website
1243	6/14/2019	Halden	Nancy	<p>The traffic in the Cottonwood Canyons is unsustainable as it stands. I am in favor of the 3rd flex lane in both canyons that would be restricted to public transportation (both Express buses to the ski resorts and local buses that stopped frequently to accommodate hikers and climbers) as well as carpools (3-4 persons per vehicle strictly enforced). The flex lane would run up the canyon in the mornings and down the canyon in the afternoon/evenings. This option would also require increased bus service within the canyons. I am opposed to the train option because it is too disruptive to the environment and for the expense, really only serves the resorts needs. The tram is a little less expensive and could perhaps be designed to serve some hikers/climbers, but would need to be combined with better public transportation options. It makes sense to start with the bus option and see how much traffic can be alleviated with this less expensive plan. I think once canyon users see buses and carpools zipping by them in the flex lane, they will be willing to reconsider leaving their car at home for these faster options.</p>	Website
1244	6/14/2019	Roberts	Meg	<p>6-14-19</p> <p>Even though I'm not a skier I spend a great deal of time in LCC in the summer and fall photographing the wildlife, flowers, landscapes, etc. The amount of traffic going up the</p>	Website

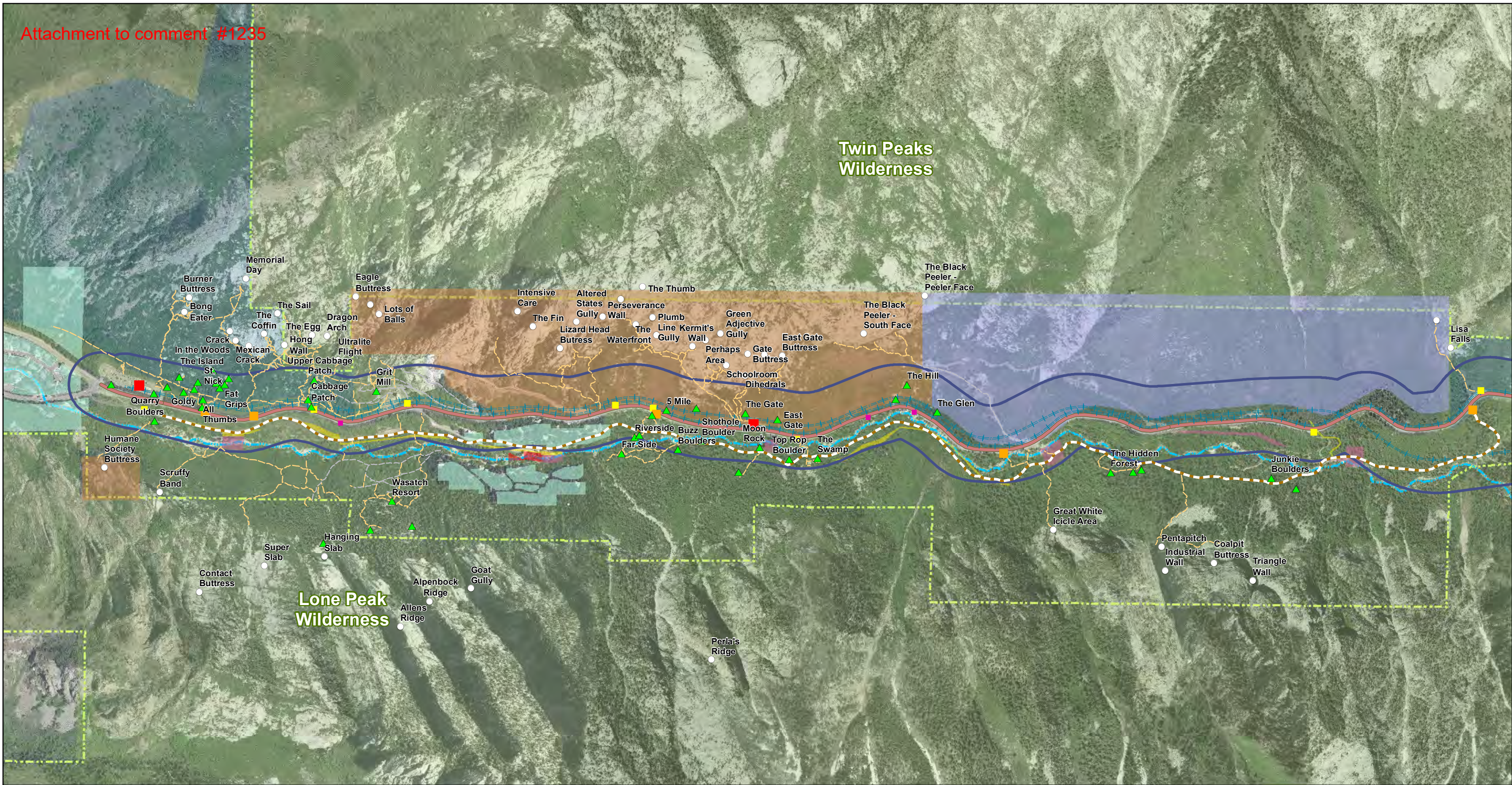
Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>canyon has increased exponentially the last 5 years. The negative impact ( pollution from cars, noise, wear and tear on the existing road, watershed, disruption of birds, wildlife, flora, fauna, etc) on the environment is everywhere affecting our beautiful canyon and Albion Basin.</p> <p>My concerns with this EIS is that it is very limited In scope and is NOT looking at all the factors in this unique ecosystem. In my opinion the best option to reduce the traffic and all the issues that brings is to have a much improved, reliable, affordable bus system and places with ample parking at bottom.of canyon.</p> <p>This would have the least impact on the environment. Widening the road or other options would cost an incredible amount of money and still would not address the number of cars going up and down the canyon. All.of us need to protect and preserve this incredibly beautiful part of Our city and state.</p> <p>Thank you.</p>	
1245	6/14/2019	Anderson	Kelli	The proposed third lane is a huge footprint on our already delicate canyon. I still say leave the road as it is and make busses be the way to the ski resorts.	Website
1246	6/14/2019	Barness	Ronald	I am opposed to widening the road in Little Cottonwood Canyon and I'm in favor of a toll/rideshare and expanded mass transit such as rail or aerial tramway.	Website
1247	6/14/2019	Albertson	Susie	<p>I am vehemently against a third lane!</p> <p>Is Little Cottonwood Canyon, to be destroyed as a Transportation Corridor?</p> <p>The Mountain Accord Transportation plan 2017 PDF page 111, Widening L.C.C. road. Not recommended, considerable environmental footprint.</p> <p>A third lane should be analyzed along with all other Transportation solutions.</p> <p>A Gondola connecting the Ski Resorts over the Mountains etc..</p> <p>Save our Canyons and most people want less, single occupancy vehicles, in the Canyons.</p> <p>Solutions to be looked at are: Tolling, more frequent and more comfortable Buses, Avalanche sheds.</p> <p>The scope of this, needs to include the region, encompassed by the Ski Resorts of Big Cottonwood Canyon and Park City area. Transportation is a Regional issue, with the new popular Ski Passes.</p> <p>The study area should include the creek and the natural environment in the Canyon as a whole.</p> <p>The study area, is too limited to asses the true impact, on the environment.</p> <p>Thank you</p>	Website
1248	6/14/2019	Fields	Dave	<p>To whom it may concern,</p> <p>On behalf of more than 1,900 Snowbird employees, we appreciate the ongoing work undertaken by the Utah Department of Transportation employees and cooperating agencies attempting to find solutions to the transportation challenges in Little Cottonwood Canyon. Whether for work or recreation, the status of transit in Little Cottonwood Canyon has never been more frustrating for our employees and guests and creates a barrier to retention of both groups.</p> <p>The focus of our comments is to ensure that the funds earmarked for Little Cottonwood Canyon by the State of Utah are utilized for transportation solutions that specifically address the safety and efficiency of travel on SR 210.</p> <p>The current transit modes are crippled by the nexus of demand and weather . . . . when driving conditions are the worst is the period of highest demand. The more it snows, the more people want to get up Little Cottonwood Canyon to enjoy the powder and the worse the road surface becomes. As we saw numerous times this past winter, mid-afternoon snowfall rates in the range of 2-3 inches per hour gridlock Little Cottonwood Canyon due to slide-offs and accidents. Having vehicles stopped under avalanche paths elevates the avalanche hazard index.</p> <p>In good weather, the concept of a third lane dedicated to bus and OHV, along with more parking and funds for operation of buses, is a logical solution. However, three lanes are just as susceptible to snow and slippery driving conditions as two lanes. The idea of snow sheds, which could exhaust all of the existing Little Cottonwood Canyon transportation funding from the State, would address some of the avalanche paths that impact the opening and closing of the canyon but don't have any impact on efficiency, driving surface, capacity and other problematic issues.</p> <p>What the ski industry has known since its inception is the effectiveness of aerial transportation in winter conditions. Major metropolitan areas around the world are borrowing transit solutions from Europe and elsewhere that face similar challenges to SR 210. The benefits of a gondola include spanning avalanche paths, variable capacity based on demand, opportunities for public-private funding partnerships, a transportation system that generates operating income as a tourism destination itself, reduced carbon emissions compared to vehicles and, with new gondola technology, the ability to run in all weather conditions. Rough estimates from lift manufacturers are around \$150 million to build a gondola up Little Cottonwood Canyon that could meet the demands of today's population and easily scale up to handle Utah's projected population growth.</p> <p>Another upside to a gondola is delivering canyon visitors to the sites that can accommodate the needs of the visitors with restrooms, activities, restaurants and other amenities. This model reduces the impact on the natural environment and watershed.</p> <p>The safety and efficiency impacts of road-side parking will be addressed in the EIS process. While Snowbird is willing to explore ways to improve the safety of road-side parking, it remains a critical way to accommodate guests. Until a replacement solution for the current year-round, road-side parking is identified, Snowbird does not support the elimination of road-side parking in the area around the resort.</p> <p>Snowbird has worked to change employee and guest travel behavior through the development of a mobile phone application to facilitate and incentivize carpooling; providing carpool parking; using 25 UTA RideShare vans per winter for employee groups; partnering with Canyon Transportation to provide daily employee shuttles; and funding employee and season passholder UTA ski bus passes. However, we witness a persistent inclination of guests to drive alone to the resorts. This is low-hanging fruit that requires relentless messaging and education. Snowbird also supports exploring a winter-long 4WD restriction but we feel the greater influence on a vehicle's ability to safely drive up and down SR 210 is proper snow tires.</p> <p>Thank you for the opportunity to comment on this important process. We will continue to make ourselves available for any discussions regarding the future of transportation in Little Cottonwood Canyon.</p> <p>Sincerely, Dave Fields President/GM, Snowbird</p>	Website
1249	6/14/2019	Florence	Ann	<p>I have been to several open houses, attended meetings sponsored by a variety of commissions and councils, met with my neighbors in Little Cottonwood Canyon, spoken to high-ranking officials, and read studies of various proposals provided by government entities and the press.</p> <p>My suggestion is simple:</p>	Website

Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>Begin with with a step that is the least expensive and least impactful, measure the results, move to the next easiest step, measure its results, move to the next easiest and least expensive, measure the results, etc.</p> <p>Begin my instituting a reasonable toll for the canyon (studies have already proposed an amount) in effect from the opening of ski season to the end. Keep it simple--charge each car the same amount. Count the cars and compare it to the previous year's traffic. If there is no improvement, institute a higher rate for single occupancy vehicles or alower rate for carpoolers. Count the cars. If there is no improvement, raise the rate. If there is still no improvement, look at the next least expensive measure.</p> <p>People will claim ahead of time that they will not pay a toll or that a toll is unfair or discriminatory. However, what people say they will or will not do is usually quite different from what they actually do. Ski prices have risen steadily, people complained vehemently, and proceeded to pay the higher prices. No matter what else is decided later, a toll should absolutely be the first step. All proceeds should go to providing more buses.</p> <p>A UDOT staff member told me that this could not be done without further studies. We do not need more studies! We have already paid a huge amount of money for studies! Just try it! There is little to lose and much to gain!</p>	
1250	6/14/2019	Myers	Sherman	<p>I drive to Alta over 30 times each winter, and have not been bothered by traffic, except tor cement and construction trucks.</p> <p>Bus service would need to be more often during midday for me to consider.</p> <p>Thanks.</p>	Website
1251	6/14/2019	Hooper	Paul	3rd lane for continuing buses. Alta can only handle so many cars and people. It's finite. Don't ruin what makes it special. Don't turn it into NJ! Don't ruin what makes Alta special.	Website
1252	6/14/2019	Reddish	Patrick	This is an opportunity to be progressive and show the world a creative solution to the problem of too many cars. We need to find the money to build a public rail up the existing road in LCC. A base facility at the current gravel pit on Wasatch is my vision. We need to make it a painless and fun thing to take public transportation up our canyons. The bottom line is that too many cars is the problem. we need to act now.	Website
1253	6/14/2019	Mallory	Jennifer	<p>Instead of adding lanes, perhaps a bicycle path:trail, like the one in Moab going along the Colorado River, the Moab Canyon Pathway, would be a great solution:</p> <p><a href="https://www.discovermoab.com/moab-canyon-pathway/">https://www.discovermoab.com/moab-canyon-pathway/</a></p> <p>This could be on just one side of the road, allowing parking for vehicles along the other side for trailhead parking, etc.</p> <p>Additionally, designated parking pull-offs with crosswalks to the trailheads would be very welcome as well.</p>	Website
1254	6/14/2019	Hanson	Nicholas	<p>To whom it may concern,</p> <p>Traffic in the canyons is already quite high, and adding another lane of highway might reduce congestion, but it will only increase the number of vehicles in the canyons.</p> <p>The money needed to construct the other lane should instead be invested in public transportation options up the canyons. For example, if the cost of transportation were subsidized, there would be more ridership.</p> <p>Thank you for your time.</p>	Website
1255	6/14/2019	Kanaley	James	Use the Shopko bldg as a parking area for major bus station for LCC. Run frequent buses up canyon with limited stops to Snowbird and Alta.. Current bus schedule is no good for those of us who ski 1/2 days on weekdays and want to come down canyon at noon or 1pm. Currently best option is to drive given poor bus schedule.	Website
1256	6/14/2019	Ballard	Nicholas	<p>I vote to make the trailhead parking lots bigger! For one, it's public property, so telling people they have to pay money to go on a hike does not make sense!</p> <p>Another reason, because of financial situations, some may have to decide between that and being able to pay rent/buy their groceries!</p> <p>On top of that, an advertised incentive for going on hikes is they're supposed to be cheaper than other forms of entertainment, and for those on a budget. Not everyone spends \$1,000 at REI every year. The toll booths will only favor the rich!</p>	Website
1257	6/14/2019	Whittaker	Dave	Please don't waste anymore money on upgrading roads for ski resort traffic. Please refer to any peer-reviewed climate scientist and ask if the resorts will still have natural snow in 20 years. Do not build anymore for private industry!	Website
1258	6/14/2019	Colby	Jennifer	<p>LCC EIS comments</p> <p>I am currently a Salt Lake City resident who regularly hikes and skis in the Wasatch Tri-Canyon area and who was an Alta resident, lodge employee, and business owner for 10 winter seasons. I am also extremely concerned about carrying capacity, environmental processes and functions, and the resulting ecosystem services such as clean water and wildlife habitat that the natural environments of the canyons provide. That said, they have been heavily modified and exploited by humans since Western settlement. While a significant amount of post-mining-era restoration and reforestation has occurred, the developed ski resorts remain an essentially industrial use of federal public and private inholding lands – the Forest Service's planning categories and analyses have long acknowledged that (I was also a 6-year employee of the USFS, at the Content Analysis Enterprise team where we conducted comment analysis for the WCNF plan, and as a district employee).</p> <p>Overall, I want to make several primary points regarding the EIS:</p> <p>The Purpose and Need section utterly fails to mention climate change and its projected impacts at all scales for the canyon environments, snowfall patterns and resultant viability or lack thereof of various ski resorts, watershed values, and more. If anything, LCC may see more relative winter demand due to the lack of snow at lower elevations on the Park City side of the range during the timeframe of the study. The entire analysis should be updated with specific analysis of climate change scenarios. It should also address how climate mitigation is optimized through the alternatives.</p> <p>The transportation issues facing the LCC highway specifically are driven by the private business interests and almost entirely during the winter ski season. Peaks fall largely on weekend days as well as weekday powder days. It is inappropriate to plan for peak rather than to control or reduce peak demand. Demand management must be the primary means of addressing targets such as LOS. First and foremost, the resorts and Town of Alta should put an appropriate and effective price on parking rather than making most parking “free” (integrated into passes) during the winter season and any substantial events during the summer season. They already have parking lot attendants who can check for passes – leave it up to them to figure out how to make the system work and enforce it. For example, if cars with fewer than 3 people were charged \$20/day for parking in addition to passes, behavior would likely change for enough people that road conditions would likely improve. In the San Francisco Bay Area, tolls for Single Occupant Vehicles into the city mean that there is a line of cars that informally pick up “hitchhikers” and transport carsfull of riders into the city, reducing congestion.</p> <p>A wintertime road toll system should also be included in one or more options, as indicated. However, there is rarely congestion during the ~7 off season months of the year so it should be tied to the ski season dates.</p> <p>The Forest Service trailheads should also initiate a recreation fee system as in the Uintas for parking at the trailheads. I do not think that expanding trailheads is a good idea, much as I have been one of those people wishing for more spots on some days. For equity reasons, low-income individuals who qualify for other federal and state benefits should be eligible for free or reduced cost passes (right now it is tied to age, but there are a lot of wealthy olders in our society who are hale and hearty and recreate a lot and can afford full price – why Alta's free pass program age is 80).</p> <p>I am an avid road cyclist, however I am not a strong climber and so do not ride LCC. Many of my friends do as well as a wide array of users. I strongly support significant safety and</p>	Website

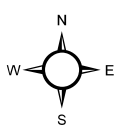


Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
				<p>infrastructure upgrades for cyclists. These include a properly designed and installed full bicycle lane uphill and funding to run a sweeper truck to remove debris from the lane and shoulder on a regular basis. I appreciate the inclusion of section 1.4.2.4: Bicycle and Pedestrian Facilities ( P. 1-20) and think this should be included in all alternatives.</p> <p>Regarding the safety of the road, I am concerned about the language in the document that describes various curves and road sections as impeding traffic speed and increasing hazards. This is a tight canyon road that should be treated as such and speeds controlled by curves is actually a good thing. Engineering solutions are far too costly for major road straightening or widening, especially to favor mostly private businesses while passing the cost on to general taxpayers. I say that as a former Alta business owner.</p> <p>Overall, the resorts need to recognize user limits and cap sales rather than demanding expensive upgrades to provide them more customers.</p> <p>To that end, backcountry use – specifically skiing – is a traditional and highly valued recreational activity in LCC. Any attempts to fully privatize public parking areas along the LCC road in Alta for the exclusive use of resort skiers must be rejected and stopped. I strongly object to the assertion that backcountry skier vehicles are “taking” paying resort customer spaces. I would argue it is likely the opposite.</p> <p>In reviewing the Purpose and Need PDF, I believe that the first Mountain Accord recommendations are sound, with demand management a primary focus (for example increasing passengers/vehicle and public transit use, possibly capping ticket sales or resort users). I quote from the document below:  “...the general recommendations included increasing transit service in winter and summer, formalizing parking to designated areas, making avalanche safety improvements, improving bicycle and pedestrian facilities, making operational traffic improvements, and considering tolling. Aside from including snow sheds in the Wasatch Front Regional Council’s (WFRC) 2015 to 2040 Wasatch Front Regional Transportation Plan (RTP; WFRC 2015), none of the other recommendations are currently included in state or regional transportation plans pending the outcome of the EIS process.” P&amp;N 1-5</p> <p>The document goes on to say:  ...On March 9, 2018, FHWA, on behalf of UDOT, published a Notice of Intent (NOI) to prepare the Little Cottonwood Canyon EIS for proposed improvements to S.R. 210. The NOI stated UDOT’s proposal to make operations improvements, introduce demand-management measures, and facilitate implementation of improved public transit service on S.R. 210. UDOT requested public and agency input to the scope of the EIS during a 57-day scoping period from March 9 to May 4, 2018. After reviewing scoping comments and the need for the project, UDOT revised the scope of this EIS to focus on enhancing safety and improving wintertime mobility through avalanche mitigation, improving parking at existing USDA Forest Service trailheads, and making roadway improvements to Wasatch Boulevard from S.R. 190/Fort Union Boulevard to North Little Cottonwood Canyon Road. FHWA published a revised NOI on March 8, 2019 describing UDOT’s revised scope for the project and initiating a new scoping process. 1-6</p> <p>I am concerned about the addition of specific strategies at this stage that talk about avalanche mitigation and “improving” parking. These should be addressed in the alternatives but not included in every one except the No Action one.</p> <p>I am also concerned about the language in the following section:  “Reliable and convenient access to Utah’s recreational areas supports the tourism industry and the leisure and hospitality sector of the economy. Senate Bill 277 is indicative of the State’s interest in supporting growth in this sector by reducing congestion on roads and improving access to and the user experience in recreation and tourist areas. The issue of traffic congestion in Big and Little Cottonwood Canyons has implications beyond inconvenience to travelers. Though quantitative data are not available, ski industry experts report that these reliability issues have substantial effects on skier days and potential revenue. In the context of a 120-day ski season, closures for avalanche control and congestion delays can have a substantial effect on the ski areas, particularly if closures occur on weekends or holidays (Mountain Accord 2014).” 1-16</p> <p>It is true that the ski resorts are a significant economic driver – I worked in the industry for 10+ years. That said, it is not the responsibility of UDOT or state and federal taxpayers to assure their profitability. I have experienced numerous interlodges and the consequences of major avalanches over the years. These included significant business and work disruptions, but it also was a part of the lifestyle. It is a part of living and doing business in the canyon. If you don’t like it, sell out and move to Park City. Snowsheds would likely substantially alter the visual characteristics of the canyon, besides being extremely expensive to build and maintain. Are they worth it for a 4-month season? This must be carefully analyzed, costs and benefits, and who pays the costs and who benefits.</p> <p>Regarding the section “Congestion (p. 1-22)  “UDOT has set a goal of maintaining roads in urban parts of the state at LOS D or better during the peak travel periods. Typically, in urban areas, LOS E and F are considered unacceptable operating conditions, and LOS A through D are considered acceptable operating conditions. UDOT chose LOS D as the threshold for determining whether capacity improvements are needed on Wasatch Boulevard from Fort Union Boulevard to North Little Cottonwood Road. A level of service analysis conducted for Wasatch Boulevard looked at the PM peak hour in 2015 and at the no-action conditions in 2050. The PM peak hour is used in the analysis because it’s typically the most congested travel period. “</p> <p>I object to 1) using the outdated LOS system as the basis of analysis and 2) choosing peak periods as the basis, since the vast majority of hours in the year are off-peak travel, and planning for peak demand is largely a fool’s errand as decades of transportation planning has shown. This is especially true if it leads to “expand traffic lanes,” since induced demand is the most likely outcome. The basis for analysis should be changed to better reflect most common rather than peak conditions. For peak conditions, LOS reductions are inevitable. Demand management and reduction must be the primary focus.</p> <p>Regarding transit use, funding should be enhanced though ski-pass and parking pass fees. Transit fees should be lower per person than driving/parking. One problem with transit is the lack of storage for one’s gear/stuff so the resorts should add a lot more free day-locker capacity and low-cost annual rental lockers.</p> <p>Thank you,  Jen Colby</p>	
1259	6/14/2019	Diehl	Rachel	<p>I appreciate the focus on alleviating traffic in LCC. I support additional buses, parking garages outside of the canyon, and potentially a BRT lane to incentivize bus travel. The BRT lane could also be a bike lane. I definitely support LCC and BCC being tolled, particularly on high traffic days, though the tolls could be based on demand and congestion. However, I adamantly oppose rail or gondolas. Rail or gondolas are fixed infrastructure which will add to the pressure to excessively develop the canyons. They also will have limited stops and developers will want to build around those stops. A bus will have more flexibility to have additional stops at trailheads and is not fixed infrastructure. There is very limited high alpine wilderness in the central Wasatch. We must preserve it. Ski resorts are not the only reason people go to the canyons. I also oppose connecting LCC, BCC, and Park City via a gondola. We need to preserve some wilderness areas free from mechanized travel. Thanks again for your work!</p>	Website
1260	6/14/2019	Walczak	Cheryl	<p>I believe you already have my comment. In a nutshell, it makes far more sense to me to put the \$\$\$ into a facility AT THE MOUTH OF THE CANYON, that would be part parking garage, bus transfer station, bathrooms, ski ticket booths, and at peak times of visitation, EVERYBODY, and I mean EVERYBODY - high-rollers, porsche drivers, long-distance visitors, etc., GETS ON A BIG GAS or ELECTRIC SKI BUS to the resort of choice. PERIOD. Of course, emergency personnel and equipment would be exempt. less mess in the canyon proper, more socialization of visitors, preservation of a clean water source, fresher air to breathe. When I first skied at Alta during 1988-1989 the snow along the roads up there STAYED WHITE ALL SEASON. Not so anymore. We must stop this nastiness. The wildlife up there will thank us, too.</p>	Website

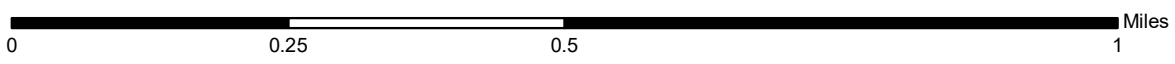
Comment Number	Date	Last Name	First Name	Comment	Comment Source (Type)
1261	6/14/2019	Liewer	Ashley	Bike lanes or facilities of some sort would be great. It would be awesome as a cyclist to feel safer and as a motorist, to not be slowed down or worried about coming around a corner to a cyclist in the road.	Website
1262	6/14/2019	Diehl	Ray	I am primarily a summer user of the canyon for hiking. I like Alternative 2 on the Trailhead options - definitely with a transit option. I think some additional parking would be useful but should not be too extreme so as to minimize impact as much as possible. I think that the Zion National Park model is the best long term strategy - with valley parking and regular bus service to the trailheads, Snowbird and Alta. I think adding one lane would be useful, but adding more would change the character of the canyon in a negative way. Provo and Parleys canyons are examples of canyons losing their character and becoming more transportation corridors than scenic canyons.	Website
1263	6/14/2019	Davis	Sheridan	Building greater capacity for cars and parking in Little Cottonwood Canyon will only create more congestion predicated on a kind of transportation likely to be obsolete in the near future. Incentivizing fewer cars and less parking is in the best interest of protecting the invaluable natural resources found in Little Cottonwood Canyon. This can be done in a number of ways--tolling cars at the mouth of LCC (like American Fork and Millcreek Canyon do); making public transportation options to the mountains more frequent and free (as Park City and Crested Butte do); limiting access to Little Cottonwood Canyon by car (as Zion National Park and Zermatt, Switzerland do); creating a dedicated bus lane up during peak morning hours which becomes a dedicated bus lane down during peak afternoon hours; taking a critical look at human capacity to drive transportation metering--these are all ideas that may help with congestion while protecting and preserving the very assets that are driving traffic up the canyon in the first place. Investing in bioswales throughout the canyon as pollution mitigation from road runoff would reap dividends in protecting our precious culinary watershed and is an appropriate use of UDOT funds. Additionally, any bathroom improvements should be composting toilets (to lessen potable water waste). Painted bike lanes on our current highway width would be applauded. Indeed, closing the canyon to cars while increasing bike and foot traffic would be a triumph. Thank you for this forum. Kind regards, Sheridan Davis	Website
1264	6/14/2019	Davis	Sheridan	Human capacity limitations should drive this process rather than an assumption that creating swifter, broader access for cars will make things better. I've already submitted a number of ideas in this vein, but simply stated, more capacity for hiking and biking and less for cars would be an enormous improvement on multiple fronts. Thank you.	Website
1265	6/14/2019	Iltis	Dave	Please do not widen any of the roads in the study area. Better mass transit and park and rides are needed. Wider roads will ruin Cottonwood Heights and Little Cottonwood Canyon. Additionally, better bike lanes are needed on Wasatch and in LCC. Tolls would be ok, but not for bikes. Please do what is needed to preserve nature within the canyon.	Website
1266	6/14/2019	Albertson	Orry	Little Cottonwood should not become just a transit corridor to the resorts. I am against a third lane up Little Cottonwood Canyon. This has been studied in Mountain Accord (that UDOT was a part of) already. It was found to be too destructive to the environment. Better more comfortable Buses, more often, with lockers at transit hubs. Tolling should start now. How to have less Automobiles in the Canyon, not more capacity. Is what should be studied. Avalanche sheds need to be placed at high risk areas. This alone, would eliminate much of the problems of traffic congestion. Allow Municipal Service District to be participating agency in the EIS. MSD has permitting authority for construction in LCC. The Region of LCC, BCC and Park City area should all be studied as part of a regional plan. The new popular Ski Passes, have made it necessary to be studied as a whole. Thank you	Website
1267	6/14/2019	Harper	Sue	No more traffic lanes, no more impacting the natural scenery and beauty of the canyons! Shuttles, more mass transit, a train, anything but more cars!!! A large parking structure could be built where the gravel pit is being excavated and people could easily hop into shuttles there. Works well in Zion Park, it is the only answer for these canyons!!	Website
1268	6/14/2019	Albertson	Lee	I am against a third lane up Little Cottonwood Canyon. This has been studied in Mountain Accord (that UDOT was a part of) already. It was found to be too destructive to the environment. Little Cottonwood should not become just a transit corridor to the resorts. Better more comfortable Buses, more often, with lockers at transit hubs. Tolling should start now. How to have less Automobiles in the Canyon, not more capacity. Is what should be studied. Avalanche sheds need to be placed at high risk areas. This alone, would eliminate much of the problems of traffic congestion. Allow Municipal Service District to be participating agency in the EIS. MSD has permitting authority for construction in LCC. The Region of LCC, BCC and Park City area should all be studied as part of a regional plan. The new popular Ski Passes have made it necessary to be studied as a whole. Thank you	Website
1269	6/14/2019	Hutchinson	Brian	Model transport plan after RFTA Maroon Bells, which replaces cars during peak hours i.e. 7am-5pm.	Website



Sources: HRO 2012 6 Inch Aerial Photography  
 State of Utah Automated Geographic Reference Center  
 Rock Climbing Utah's Wasatch Range, Ruckman 1998;  
 A Bouldering Guide to Utah, Baldwin, Beck, Russo 2003;  
 Salt Lake County; Salt Lake Climbers Alliance; USFS



1:11,000



Climbing Resources	Transit Features	Climber Parking	Salt Lake County Parcels*	USFS Ownership/Designation
Bouldering Area	Preliminary Transit Alignments	1	Cottonwood Hydro	USFS Ownership
Climbing Area	Highway 210	2	LDS Church	USFS Twin Peaks IRA
Existing User Trails	Little Cottonwood Creek	3	Murray City	Wilderness Boundary
Road Grade	Transit Hwy 210 100m Buffer	4	Perpetual Storage	
Little Cottonwood Trail			Private	
			SLCO	

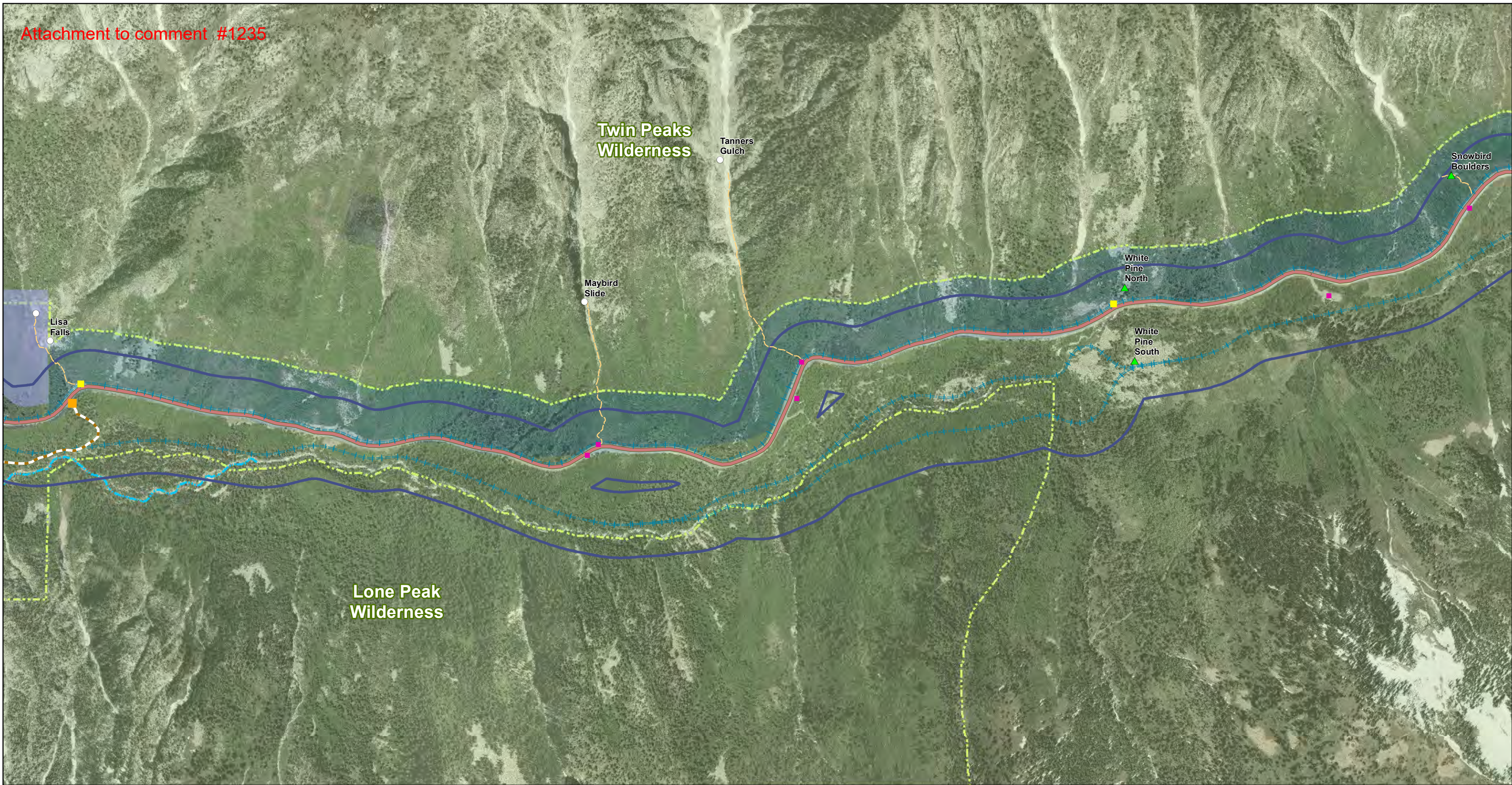
\* Lack of precision inherent in Salt Lake County parcel boundaries.

**Little Cottonwood Canyon  
 Transportation Corridor  
 Climbing Resource Assessment  
 Proposal**

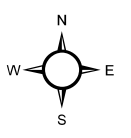
**Map 1 - Lower Canyon**

8/2015

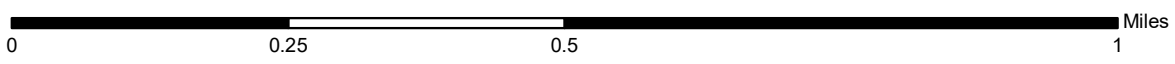
**DRAFT - For Internal Review Only**



Sources: HRO 2012 6 Inch Aerial Photography  
 State of Utah Automated Geographic Reference Center  
 Rock Climbing Utah's Wasatch Range, Ruckman 1998;  
 A Bouldering Guide to Utah, Baldwin, Beck, Russo 2003;  
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1:11,000



Climbing Resources	Transit	Climber Parking	Salt Lake County Parcels*	USFS Ownership/Designation
Bouldering Area	Preliminary Transit Alignments	1	Cottonwood Hydro	USFS Ownership
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Road Grade	Transit Hwy 210 100m Buffer	4	Perpetual Storage	
Little Cottonwood Trail			Private	
			SLCO	

**Little Cottonwood Canyon  
 Transportation Corridor  
 Climbing Resource Assessment  
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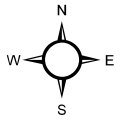
**Map 2 - Mid Canyon**

8/2015

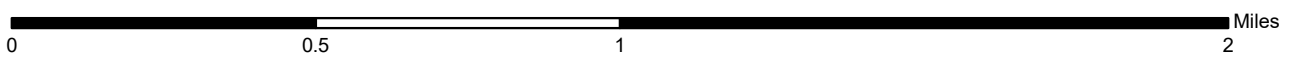
\* Lack of precision inherent in Salt Lake County parcel boundaries.



Sources: HRO 2012 6 Inch Aerial Photography  
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 Rock Climbing Utah's Wasatch Range, Ruckman 1998;  
 A Bouldering Guide to Utah, Baldwin, Beck, Russo 2003;  
 Salt Lake County; Salt Lake Climbers Alliance; USFS



1:20,000



Climbing Resources		Climber Parking		USFS Ownership/Designation	
	Bouldering Area		1		USFS Ownership
	Climbing Area		2		USFS Twin Peaks IRA
	Existing User Trails		3		Wilderness Boundary
	Road Grade		4		
	Little Cottonwood Trail				
	Preliminary Transit Alignments				
	Highway 210				
	Little Cottonwood Creek				
	Transit Hwy 210 100m Buffer				

**Little Cottonwood Canyon  
 Transportation Corridor  
 Climbing Resource Assessment  
 Proposal**

**Map 3 - Upper Canyon to Brighton**



## **APPENDIX E - Scoping Comments**

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### **Open House Comment Forms**





COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name Anna Rasmussen

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

Yes, I am glad to see that the watershed is included here. Above all else we need to value and protect this resource.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Improving trailhead parking up LCC and banning on-road parking.

### TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Expand the White Pine parking lot and have a bus stop here.

### ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

I'm worried about widening of the roadway impacting the creek.

### GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

I wholeheartedly support building snow sheds where the Tanner's, White Pine, & Little pine slide paths cross SR-210.

#### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

#### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

## Comment #695

Response to Request for comments to Wasatch Canyon Commission

April 11, 2019

When I moved to Salt Lake in 1981 I immediately fell in love with the Wasatch Mountains—for hiking, downhill and cross-country skiing, and just hanging out. I can no longer ski, and I go up the mountain less often, but I am saddened by the increased traffic and decreasing wilderness aspect in the canyons. I unwisely chose to drive up Little Cottonwood Canyon on a Labor Day 3 years ago and I was shocked. I usually have gone up during week days and other less crowded times in previous years. So, I do understand the need to have a plan.

I was previously uncomfortable with ideas which included building a tram (eyesore for those wanting to explore the land) or a train (environmental problem through wetlands and sensitive watersheds). However, energy efficient buses would be good. The use of bus as transportation appears to be greater for employees in the canyons, which is reasonable. However, I think a broader plan should include a way to funnel other people to buses. The car parks located near the canyon buses could be multilevel, and free. Some of them probably should be built downtown.

The drive up the canyon probably needs to be charged, and initially made most expensive during the ski season (over time this charge may include the summer months as well). I personally have no objection to the Millcreek fee, but I think the cost of driving up the Cottonwood Canyons needs to be on a daily basis. I had thought mandatory bus days might gauge what the need is, but no bus company wants to have a lot of buses hanging out for intermittent use. The charge for cars in the winter could start at \$5.00, but should probably quickly increase to \$10.00 to encourage users to take buses. The charges for bus fare would need to be less, and could possibly be partially subsidized by the ski resorts. This system could potentially be implemented by discounting skiers who present bus ticket receipts. The money from the charges could be used to update restroom facilities and make road improvements.

I would also advocate a system in which people would have to take the bus if the total number of cars exceeded a designated amount (It would take more study to make that determination). Of course, if people are staying at lodging in the canyons, they can easily be issued parking permits. Zion Canyon does this on a much smaller scale.

When I drove through Little Cottonwood Canyon on Labor Day, I could see the bicycle situation at the Red and White Pine Trailhead was a potential disaster. I do not think it would be too difficult to route the bikes to a separate area where there would be racks to lock them up. The mix of cars and bikes appeared unsafe. The few car park areas there are in the canyons, like the one at White and Red Pine

Trailheads could perhaps have two levels. I would not want many leveled parking areas in the canyon, probably not more than two.

If the safety designation for the road is 8 feet, I think it would be wise to implement that, as possible. Sometimes, I think it would infringe on the river and impact water quality. In many places, that may not be true—I have not driven up and down with this in mind. I recall when I moved to Salt Lake I drove around a bend and hit a large rock which had fallen. I could not go to the left as a car was coming. The rock bounced off my vehicle, hit the side of the road, and came back on top of a sports car behind me. The man who was driving was OK, but he looked angry. My car was dented a bit, but it wasn't a valuable car. Where the road can be widened, it would likely be a good idea to do that. Overhead protection may also be a safely feature in slide areas.

Finally, I concur with the recommendation that roads leading to the mouth of the canyon be widened, as necessary. The narrowing at King's Hill is a problem, and I actually slid into the rock on the side of the road at the mouth of Big Cottonwood on a snowy day when traveling north from Sandy on Wasatch Blvd.

Whatever changes are made, people eventually need to re-adjust and stop traveling up the canyon independently in times of heavy traffic. The river and wetlands need to be protected.

Thank you,

*Jan Ellen Burton*  
Jan Ellen Burton



**CONTACT INFORMATION** *(Optional)*

Date \_\_\_\_\_

Name \_\_\_\_\_

Phone \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Email \_\_\_\_\_

Address \_\_\_\_\_

Would you like to receive email updates? **Yes or No**

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

*Yes, I agree these problems need to be addressed.*

**TRANSPORTATION CONSIDERATIONS**

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

*Congestion and poor care by those in the canyons to leave no trace.  
Safe avalanche control is very important as well*



## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

I think a toll system similar to the National Park System should be put in place with annual, month, or day passes available. This would increase efforts to carpool and provide more money for trailhead parking improvements as well as avalanche mitigation and litter cleanup.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Water quality maintenance should be top priority.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- LittleCottonwoodEIS@utah.gov
- [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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**COMMENT FORM**

**CONTACT INFORMATION** (Optional)

Date 4-9-19

Name \_\_\_\_\_

Phone \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Email \_\_\_\_\_

Address \_\_\_\_\_

Would you like to receive email updates? **Yes or No** Yes

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

yes.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**TRANSPORTATION CONSIDERATIONS**

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Considering all users, not just resort skiers. Tolls and transit seem to be the best motivators for car pooling and alternate transportation use.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Tolls, buses, rail

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Tolls needed to encourage alternate transportation.  
Transit Improvements as alternatives.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

Transit solutions need to be available to backcountry users (additional/trail head stops)

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name BRIAN MARTAIN

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

IT NEEDS TO INCLUDE BIG COTTONWOOD AS WELL. THE CURRENT MODEL OF THOUSANDS OF CARS IS UNSUSTAINABLE.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

MOVE PEOPLE NOT CARS. HIGH SPEED DETACHABLE CONDOLAS. SHUTTLE SERVICE BETWEEN STOPS FREE TO THE PUBLIC.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

ALL THE CARS HAS TO BE THE LEAST ENVIRONMENTALLY FRIENDLY OPTION.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

AIRIAL TRANSPORTATION IS CLEAN, EFFICIENT, MODERN, QUIET, SEXY CAN BE INSTALLED WITH MINIMAL IMPACT.

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/2019

Name Dan Barrell

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

Yes-but I believe there needs to be a Comprehensive ~~transit solution~~ as part of the Public transportation

- I think that what should be added is a ride sharing drop off to the transit center (see below).

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Due to the population growth of Salt Lake, we cannot only rely on the car/parking model to access the canyons. We need a dedicated transit terminal where the gravel pit where busses to both Big and Little Cottonwood canyon leave every 10 minutes. Smaller vans can transport people during non-peak hours and large busses can serve peak times. The busses should be fast, frequent and free! There should be a ride sharing drop off at the transit center via services like Uber Pool. This will allow people to go anywhere in the valley to the transit center for \$5. This will eliminate the need for massive parking infrastructure

and provide additional jobs to local ride sharing services.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

The bus times should be shortened and should have a way to bypass going into the Snowbird center / solitude center. They could drop riders off on the road and a resort bus could drive the people to the final approach.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

All buses should be electric to reduce emissions, be quieter.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

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- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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**COMMENT FORM**

**CONTACT INFORMATION** *(Optional)*

Date \_\_\_\_\_

Name Debra Olson

Phone \_\_\_\_\_

Email \_\_\_\_\_

Address \_\_\_\_\_

Would you like to receive email updates? **Yes** or **No**

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

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**TRANSPORTATION CONSIDERATIONS**

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

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## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- [LittleCottonwoodEIS@utah.gov](mailto:LittleCottonwoodEIS@utah.gov)
- [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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Little Cottonwood  
Canyon  ENVIRONMENTAL  
IMPACT STATEMENT  
Wasatch Boulevard to Alta



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/2019

Name ELEN BIRRELL

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

NO. IF WE WANT TO PRESERVE NATURAL BEAUTY, SLOW THE WORSENING OF AIR QUALITY, ALL PLANNING SHOULD PUT MOVING GROWING NUMBER OF RESIDENTS, VISITORS + COMMUTERS TO PUBLIC TRAVEL MODES. UDOT SHOULD PUT EMPHASIS ON SWITCHING OUT OF LARGE BUSES + EVENTUALLY REPLACE W/ NUMEROUS SMALL (MINIVAN) BUSES THAT BRING FREQUENCY + RIDERSHIP. TRANSPORTATION CONSIDERATIONS WOULD IMPROVE W/ FREQUENT SERVICE.

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

- DO NOT TURN WASATCH + 210 INTO AN I-70 (LIKE CO.) RUNNING THE FOOTHILL + CANYON EXPERIENCE FOR VEHICLE DRIVERS, BICYCLISTS, PEDESTRIANS AND RESIDENTS.
- FUNNEL HEIGHTENED TRAFFIC TO EXISTING INTERSTATE 15 AND/OR HIGHLAND DRIVE.
- FOCUS NEEDS TO BE REDUCING VEHICLES NOT ENCOURAGING MORE VEHICLES.
- EXPANDING WASATCH/210 WILL GIVE A GREEN LIGHT TO INAPPROPRIATE DEVELOPMENT (HOUSING). CITY COUNCILS, SUCH AS CH, ARE ALREADY CIRCUMVENTING EXISTING ZONING CODES AND

GIVING SPECIAL DISPENSATIONS. SPRAWLING SUBURBIA INCREASES SALT LAKE VALLEY'S ALREADY BAD AIR QUALITY

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

*See my previous comments.*

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

*See previous comments*

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

*think about what was done in Zion Natl Park.  
think QUIET, UNPOLLUTING, FEWER CARS.*

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ [LittleCottonwoodEIS@utah.gov](mailto:LittleCottonwoodEIS@utah.gov)
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name JIM HUTCHENS

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Reduce the vehicle usage on these roads.

Just because past building projects have grown dramatically & yield a forecast of greater vehicular need, does not make it the way of the future. Sprawling suburbia is BAD for air quality & safety.

Widening Wasatch will give developers a green light to build, build, build in the benches. I am completely

against this.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

CITIZENS LIVING IN SOUTHEAST HOLLADAY TO DRAPER CANNOT USE PUBLIC TRANSIT IN ANY MEANINGFUL WAY TO GET AROUND. SINCE 1980s, FREQUENCY & ROUTES HAVE WORSENEED. UDOT IS SET UP TO CATER TO COMMUTERS WHO OWN CARS. UDOT CAN TAKE A LEADERSHIP ROLE

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

TO ENCOURAGE REGULAR RIDERSHIP (NOT JUST COMMUTING) BY CHANGING FLEET TO (MOSTLY) SMALL BUSES (MINI-VANS) WHICH OFFER FREQUENCY & ABILITY TO STOP IN MORE NUMEROUS LOCATIONS.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

USE THE LEGISLATURE'S MULTI-MILLION DOLLAR NEW ALLOTMENT TO DOT FOR SUBSIDIZING COST OF RIDERSHIP (\$1.00 or less eachway) & CHANGING THE FLEET FROM MOSTLY LARGE BUSES TO MOSTLY SMALL ELECTRIC (NON POLLUTING) MINI VAN SIZED VEHICLES. LESSER

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name RICHARD SAURER

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

YES, I AGREE BUT WITH PROVISIONS FOR REDUCED SPEEDS, NOISE ABATEMENT (VIA SOUND WALLS, PLANTINGS, ETC.) & MOST OF ALL - SAFETY.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

- 1) EXCESSIVE SPEEDS ON N.B.D WASATCH BLVD., FROM "HI-T" INTERSECTION TO GOLDEN HILLS AVE & KINGS HILL DR. REDUCE SPEED LIMIT TO 35-40 (AS IT IS IN LITTLE COTTONWOOD CANYON) - NOT 50 MPH.
2) SAFETY OF RESIDENTS ACCESSING WASATCH BLVD. FROM KINGS HILL DR. & GOLDEN HILLS AVE., VIA CARS & BIKES.
3) ENFORCEMENT OF NOISE LAWS FOR LOUD MOTORCYCLES & TRUCKS ON WASATCH BLVD.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

WASATCH BLVD: LOWER SPEED LIMITS & ENFORCING THOSE LIMITS!

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

PRIMARYLY AIR QUALITY DEGRADATION DUE TO MORE CARS/BUSES;  
AND NOISE ISSUES FROM HIGHER SPEEDS OF THOSE VEHICLES.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

THANK YOU FOR CONSIDERING ISSUES OF RESIDENTS, AS WELL  
AS TRAFFIC PROBLEMS

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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**COMMENT FORM**

**CONTACT INFORMATION** (Optional)

Date 4-9-2019

Name Will M Carroll

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? **Yes** or **No**

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

No - parking at trail heads needs to be reduced by suitable mass transportation

**TRANSPORTATION CONSIDERATIONS**

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Safety and eventually moving to car-free canyon served by mass transportation

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Large parking structures away from canyon mouths providing mass transportation to the canyon

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Protecting the watershed and natural resources

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

### MAIL TO

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### OTHER WAYS TO COMMENT

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Little Cottonwood  
Canyon // ENVIRONMENTAL  
IMPACT STATEMENT  
Wasatch Boulevard to Alta



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name Brett Carroll

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

Yes, I support the Purpose and Need Statement

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Reducing traffic and resultant air quality issues, maintaining safety for all users (vehicle, bike, pedestrian, etc). Improving access to trailheads, maintaining access for dispersed recreation. Maintaining/preserving the natural character of the canyon

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

I support improved bus service. Creating a large transit hub near the base of the canyon (i.e. the gravel pit at the base of BCC) and then incentivizing use and/or requiring people to take an improved bus system. Consider a Zion-style system, where you prohibit personal vehicles during times of peak use.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Water quality protection, maintaining as much vegetation / forest as possible, maintaining access to all populations (not "pricing people out"), wetlands, visual

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

I think the most important overall goals/outcomes for this plan should be reducing traffic, not "pricing anyone out" as a result of tolls or parking fees, minimizing environmental impact, and accumulating dispersed recreation. excessive

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 04.09.19

Name CH SCHMIDT

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

agree. High traffic and future interest in (Big) and little make it imperative to make a plan. Thanks for your work on this. Wasatch Blvd is used for east-side commuting.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

- safety
- access from neighborhoods to Wasatch
- Walk/Bike danger on shoulders of Wasatch Blvd.
- Big + little access on a powder day
- overflow parking into the neighborhoods on a powder day

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

- Bike/walk paths along Wasatch
- Traffic light at Kings Hill

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Traffic volume + air quality

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

thanks for your work - this is a tough issue needing careful consideration.

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/17

Name CONRAD TALLACKSON

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I DO AGREE. I DON'T BELIEVE IMPROVED TRAILHEAD PARKING IS A LONG-TERM SOLUTION. WE CAN BUILD TO A FORECASTED DEMAND, BUT WILL QUICKLY OUTGROW THAT AS MORE PEOPLE COME TO SLC / LCC / BCC. CONSISTENT, RELIABLE, FREQUENT BUS SERVICE THAT CAN EASILY PULL IN / PULL OUT OF TRAILHEADS IS KEY.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

I AM FEARFUL OF OVER DEVELOPMENT IN THE CANYONS THEMSELVES. TRANSPORTATION SOLUTIONS SHOULD AIM TO MINIMIZE PHYSICAL IMPACT IN THE CANYONS. ~~AND FIND LOCATIONS IN THE VALLEY~~

SOLUTIONS WHICH BASED ON CREATING BETTER PUBLIC, MASS TRANSIT SYSTEMS SHOULD BE PRIORITIZED OVER SOLUTIONS THAT CREATE BETTER ACCESS FOR PERSONAL / PRIVATE VEHICLES.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

SOLUTIONS THAT EMPHASIZE PUBLIC MASS TRANSIT SYSTEMS (BUS SPECIFICALLY) ~~SEEM~~ STRIKE ME AS BEST. CREATING CONVENIENCE, COMFORT THROUGH SCHEDULING AND IMPROVING RESOURCES (BUSES DESIGNED W/ OUTDOOR GEAR TRANSIT IN MIND) WILL SHOW PEOPLE THEY DON'T HAVE TO SACRIFICE AS MUCH AS THEY MAY BELIEVE.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

DISRUPTION OF SPACES IN CANYONS THAT HAS NOT ALREADY BEEN DEVELOPED.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

THANK YOU FOR TAKING THIS IMPROVEMENT SERIOUSLY AND WORKING TO DEVELOP SOLUTIONS GEARED TOWARDS MAINTAINING THE INCREDIBLE ACCESS WE HAVE TO THE CANYONS AS SL VALLEY RESIDENTS.

WE MUST MEET IN THE MIDDLE ~~WITH OUR~~ AND COMPROMISE IF WE WANT TO KEEP THAT ACCESS. THE INFRASTRUCTURE OF THAT ACCESS MAY CHANGE, BUT IF IT MAINTAINS THE ACCESS AS WE EXPERIENCE THIS INCREDIBLE GROWTH, WE ALL WIN.

### MAIL TO

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Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name ETHAN WHITE

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I DO AGREE BECAUSE GROWTH IS INEVITABLE AND WE SHOULD GET AHEAD OF IT AND PREVENT ANY FUTURE DAMAGE.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

REDUCE CONGESTION AND ALLOW FOR ALL MODES OF TRANSPORT TO PASS THROUGH (BIKES, RUNNERS, SCHOOL BUSES, ETC).

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

SIMPLY LESS CARS IN THE CANYON. CREATE STRONGER INCENTIVES FOR PUBLIC TRANSIT. GET PEOPLE OUT OF CARS.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

WIDENING THE ROAD AND FURTHER INTO THE WATERSHED IS A CONCERN. HOWEVER MORE CARS UP THE CANYON IS A BIGGER PROBLEM.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

KEEP AS MANY IMPACTS IN ALREADY IMPACTED AREAS AS POSSIBLE.

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name IMA Goodsmith

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?  
Yes w/ necessary discussion. However, problems need to be addressed NOW.  
Verbage does not address local issues - Traffic noise - Bus access points for locals.  
No parking at mouth of LCC

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?  
Limit vehicle! Buses more frequent will stop along canyon road. i.e. Lisa falls, white pine  
Free Bus service  
Wasatch Blvd was never designed to be a commuter road - Traffic moves too fast 50-60mph - slow the flow -

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Need larger parking area between BCC and LCC  
More working Bathrooms at trail head  
White pine parking is too small  
No car traffic - more Buses - More frequent FREE

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

Rental cars should be required to have snow tires! too many slide offs this year  
Yes to Snow sheds - ~~to~~ reduces Back up - No Road Closures

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/19/19

Name Jena Friaux

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I do agree that we need to mitigate congestion. I dont agree with more parking lots that encourage development and our canyons to become more geared toward tourists. I dont agree with the design of the avalanche shelter/tunnels. The design needs to be done by an architect that will consider and implement the beauty of the canyon into the design.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

congestion on powder days make it a burden to get to and from my home. I feel less cars allowed in the canyon & mandatory bussing in the winter may be a solution.

I dont agree with expanding to 5 lanes - this allows more people and accomodate the masses. we dont want more expansion.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Bussing. No gondola - we dont want Cottonwood Heights to turn into an Aspen or Telluride.  
More education about why Alta shouldnt expand because this invites more people / more congestion / more problems.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Increased traffic = more air pollution trapped in the valley. widening roads invades wild-life areas and habitats.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

put a light in at King's Hill.  
use Highland drive as it is already a commercial street.  
GOOD design for snow shelters.  
Mass transit parking on Highland takes people up canyon.

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### OTHER WAYS TO COMMENT

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Little Cottonwood  
Canyon **ENVIRONMENTAL  
IMPACT STATEMENT**  
Wasatch Boulevard to Alta



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/2019

Name SENATHAN BRADSHAW

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

AGREE - THE CONVERSATION IS IMPORTANT TO GETTING TO THE BEST IDEAS. CONTINUE!

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

- ROAD WIDENING FOR UTA VEHICLES
- TURNING MOVEMENT FLOW IMPROVEMENT AT THE MOUTH OF BIG COTTONWOOD CANYON, BOTH (UP & DOWN CANYON) MOVEMENTS, ARE HUGE.
- TRAFFIC FLOW THROUGH THE MOUTH OF BIG COTTONWOOD CANYON INTERSECTION ~~NEEDS~~ TO FACILITATE N/S TRAFFIC FLOW TO OR AWAY FROM LITTLE COTTONWOOD CANYON, ALLOW THROUGH TRAFFIC TO JUST FLOW N/S & AVOID THE INTERSECTION LIGHTS WITH A THROUGH OVERPASS. THIS ALLOWS FOR A COMPLETE

NEW DESIGN TO FACILITATE ALL THE TURNING MOVEMENTS BELOW THE FLOW THROUGH OVERPASS.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

SEE PREVIOUS NOTES

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

PARKING UP & DOWN BOTH COTTONWOOD CANYONS IS IMPORTANT TO BEING ABLE TO USE & ENJOY ALL THE PARTS OF THE CANYONS, NOT JUST THE RESORTS.

I WOULD PREFER DELAYING WORK UNTIL THE BEST IDEAS CAN BE USED.

THE CANYONS ARE A STATE TREASURE. FIND WAYS, DESIGN BETTER WAYS TO ALLOW ALL THE ISSUES TO BE ADDRESSED. TO THE EXTENT POSSIBLE.

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4-9-19

Name Karen Morgan

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I definitely agree that these improvements are necessary - in fact, long overdue. Thank you -

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Traffic on Wasatch Blvd especially during the ski season, is extremely heavy in the mornings and evenings. It is often impossible to exit my neighborhood during these times. A light at 8350 So. would be very helpful. More busing to take cars off of the blvd. would be very helpful.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

A stoplight at 8350 So. Wasatch Blvd  
Buses  
Toll in Little Cotton Canyon

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

### MAIL TO

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Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

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**COMMENT FORM**

**CONTACT INFORMATION** (Optional)

Date 4.9.19

Name Kathy Schmidt

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? **Yes or No** I get them

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?  
Avalanche tunnels need landscaping and design feature that look like they belong in the mountains and not on the freeway.  
How do they adversely affect wildlife - during construction & long term.  
Moving more people w/ less convenience needs to be

**TRANSPORTATION CONSIDERATIONS** 2nd to enviromental Impact

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?  
We need a system that diminishes the number of cars on weekends + peak times - mass transit, ride sharing - out of canyon parking that is hidden by lush landscaping - tolls that pay for Forest Service & other agencies that protect our environment but are seriously underfunded or promised funding is not allocated.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Yes - better, harder, more intense education - TV commercial <sup>social internet</sup> that talks about the Quality of Life & the environmental impact of allowing Alta & all resorts to expand & link to Brighton.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

\$\$\$ is really NOT king - because we ALL pay in taxes and life style - and the business/resorts make the money - not the citizens who pay the taxes to improve & maintain

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

the roads -

All materials in all projects should be used to enhance the visual - look at Europe for beautiful roads & bridges

\* Use Highland Drive a ~~residential~~ commercial street already - Highland can take the bulk of traffic - then take the mass transit to resorts! with tolls for accessing resort areas! \*

### MAIL TO

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### OTHER WAYS TO COMMENT

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Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**  
Wasatch Boulevard to Alta

**UDOT**  
Keeping Utah Moving



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/18

Name Kelly Frye

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

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After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

Yes, I do believe we need to come to some solution to help with traffic flow and to preserve our canyons.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

This sounds silly but my kids school bus gets stuck in ski traffic on snow days and they end up waiting, sitting on the bus, or being on the bus for upwards to an hour - then late to school. BUT the real issue is trying to figure out how to deal w/ the use of the canyons.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

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Little Cottonwood  
Canyon  ENVIRONMENTAL  
IMPACT STATEMENT  
Wasatch Boulevard to Alta



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/2019

Name Lynne Kraus

Phone

Email

Address

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

Mostly agree but it also needs to include Big Cottonwood Canyon. Protecting both canyons should be a priority.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

We need more parking at the base and incentivize to use public transportation. Try to reduce cars on Wasatch between BCC & LCC. Create transportation hub at north side of gravel pit with overhead connection to existing 6200+ Wasatch park & ride. UTA needs to offer more frequent bus service with dedicated buses for each resort & another dedicated bus for hikers/snow-shoers.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

Speed limit on Wasatch needs to be reduced! make it match Wasatch speed limit in Sandy. =

We do not need to add more lanes which only encourages greater speed.

Flex lanes up & down the canyons.

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4-9-19

Name Mary Ann Anderson

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

No. Widening Wasatch still doesn't get cars up the two lane canyon roads to the ski resorts! If the purpose is commuter traffic, once cars pass the intersection at 9800 South it is 2 lanes, a median & a 35 mph speed limit with flashing signs. Why do

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard? we need 5 lanes & 55mph between the canyons.

Put a light at Kings Hill slow down traffic on Wasatch People can't get across!!

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

Don't see the need for the expansion

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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**COMMENT FORM**

**CONTACT INFORMATION** (Optional)

Date 4-9-19

Name Molly Milosca

Phone 

Email 

Address 

Would you like to receive email updates?  Yes or  No

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

Yes. As we've seen this year with Utah in it's winter prime we need to address growth + growing visitor numbers.

**TRANSPORTATION CONSIDERATIONS**

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Traffic + congestion  
road closures  
Transit difficulties

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Less cars in the canyon. Tolling at resorts for ~~one~~ single/double occupancy vehicles, incentivize public transit with free fare zone in canyons + bus only lanes, better parking outside of canyon + better transit hubs.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

Expanding roadways to allow more cars. Road expansion should be for transit only, not more car traffic. Environmental impact of rail + general concern re.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4-9-19

Name Patty Follansbee

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I agree there needs to be a change. I do not agree with the changes proposed in the open house changes to wasatch Blvd.

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Residents currently have issues getting in and out of the area on road a large jammed Blvd at Golden Hills and wasatch Blvd. (not safe)

Increasing wasatch Blvd to 5 lanes just increased more people idling in traffic when the canyon is closed. Air quality is an issue for residents nearby

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Do not widen wasatch Blvd. Increase transportation up and down the canyon. Buses or other

Remember residents above wasatch need to access wasatch Blvd. even when the canyon is closed (access to going home or leaving your home is impacted) emergency access is an issue

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

air quality, noise when you widen wasatch Blvd residents will be impacted.

widening wasatch Blvd does not solve the problem of people going up to the ski resorts

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

you need to provide reliable ~~environment~~ transportation up the canyon ~~to~~ you need to make it better than people driving their own cars.

air pollution <sup>created by</sup> ~~at~~ too many cars up the canyon needs to change

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- LittleCottonwoodEIS@utah.gov
- [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4.9.19

Name Rebecca Goldstein

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?
Yes - I think focus on Mobility may not be the best wording -> possibly accessibility

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

- 1 Flex lane for busses w/ a 3rd lane to make busses faster than driving that extends wasatch blvd to top of LCC
2 Buffered bike lane (3rd lane can be for bikes in summer when traffic is low - this should be indicated at bottom of canyon if road is for bus or bikes.
3 Snowsheds are an awesome idea!
4 more parking @ transit lots & increased bus frequency.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ [LittleCottonwoodEIS@utah.gov](mailto:LittleCottonwoodEIS@utah.gov)
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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Little Cottonwood  
Canyon **ENVIRONMENTAL  
IMPACT STATEMENT**  
Wasatch Boulevard to Alta



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name Stacey Moody

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I believe we need to improve safety & local access. I don't believe we need a parking lot across from Wasatch Resort. Pedestrians will continue to cross even more so illegally and they will get hit! I live in Wasatch Resort, and we frequently have watched pedestrians almost get hit as they run across the street. It is a very blind fast area!

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Safety.

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Close the canyon only allowing buses & residents to pass like Zion

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?  
more lanes & more traffic is hazardous to the environment.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

It is one of the most beautiful natural canyons in the country. I want very much to preserve the beauty for future generations.

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4-9-19

Name Stella Mathews

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

No - Put Highland through, you are forcing traffic East to Wasatch. South bound

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

Light at Kings Hill
Slower speeds on Wasatch

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

Dont see the need for 5 lanes  
There is no place for traffic  
to go at 9800 South.  
2 lanes up the canyon  
2 lanes South to Sandy  
2 lanes down 9800-9400 South

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/2019

Name Theadora Sakata

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? (Yes) or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

I think the project misses the point of what users of Wasatch and SR 210 actually need. We do NOT need more space for cars. We need to get people out of their cars. I'd rather sit in traffic for another decade if it means better mass transit solutions (and biking solutions).

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

The goal should be to get people out of their cars and not increase the lanes of traffic. Two lanes in each direction is a TERRIBLE idea. People routinely drive 10-15 mph over the 50mph speed limit on the parts of Wasatch that are already 4-5 lanes. This is completely unsafe for the portion of Wasatch that is still one lane in each direction. Keep Wasatch one lane in each direction and add a separated bike commute lane that is also separated from the proposed trail (presumably for pedestrians).

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Please don't spend my tax dollars on making wasatch a 50 mph (65 mph in reality) freeway. I would keep the 2-lane portion of wasatch as-is (i.e. 2 lanes) but add a separated bike commuter lane for high-speed bikes (ie >20 mph) and a separate walking path.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

Save the money on more lanes of traffic and use those funds to get people out of their cars (bikes, walking, etc.). Whenever I visit the Netherlands, I am completely envious! They manage to have population growth without traffic/car usage growth. Please point us in that direction!

Thank you for working on this issue!! 😊

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 4/9/19

Name WALTER ROY

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PURPOSE AND NEED STATEMENT

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

YES

TRANSPORTATION CONSIDERATIONS

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

I DRIVE UP TO ALTA (WATSON) AND SEE THE ANSWER EVERY DAY WHEN I SEE THE RATIO OF CARS IN THE CARPOOL LOT TO THOSE NOT; USUALLY AT LEAST 10:1
1) ON SNOW DAYS REQUIRE 3 OR MORE IN EVERY CAR AND A CAR THAT HAS BEEN PRE-APPROVED TO HAVE THE RIGHT EQUIPMENT
2) ON WET/HAIL DAYS WITH NO WEATHER ISSUES REQUIRE 3 OR MORE /CAR
3) ALL OTHER DAYS HAVE NO RESTRICTIONS
NEED: - AN ELECTRONIC GATE @ MOUTH OF CANYON THAT CAN MONITOR RESTRICTIONS - SERIOUS FINES FOR NON-COMPLIANCE
- NON-REMOVABLE STICKER ON CARS THAT HAVE BEEN INSPECTED
- MORE MAJOR PARKING LOTS WHERE PEOPLE CAN MEET UP TO CARPOOL
- MORE LOCKERS @ MOUNTAINS (WILL MAKE IT EASIER TO USE BUS)

## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

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## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

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## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

THERE IS NO OTHER SOLUTION THAT IS COST EFFECTIVE BUT TO REDUCE THE NUMBER OF CARS GOING UP THE CANYONS - REQUIRING 3 OR MORE PER CAR WILL DO THAT YOU COULD PUT IN A TOLL BOOTH BUT THAT WILL SLOW UP ENTRY TO CANYON AND MAKE TRAFFIC WORSE

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### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

-  LittleCottonwoodEIS@utah.gov
-  [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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**COMMENT FORM**

**CONTACT INFORMATION** (Optional)

Date 4-22-2019

Name Jeanie Petersen

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates?  Yes  No

**PURPOSE AND NEED STATEMENT**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations and parking at trailheads in Little Cottonwood Canyon; improve mobility on S.R. 210 in Little Cottonwood Canyon by reducing congestion and travel times, and improve the mobility on Wasatch Boulevard for residents, visitors and commuters who use S.R. 210. Through transportation improvements, UDOT intends to mitigate congestion on S.R. 210 and improve recreation and tourism experiences for all users of the canyon. In providing these improvements, UDOT will consider the character, natural resources, watershed, diverse uses and scale of Little Cottonwood Canyon.

After reading through the Purpose and Need, do you agree with the purpose and need of the project? Why or why not?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**TRANSPORTATION CONSIDERATIONS**

What transportation challenges or issues are most important to you along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard?

To stop traffic sitting on Wasatch Blvd. We cannot get out of our neighborhood at times as cars will not move

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## TRANSPORTATION IMPROVEMENTS

Do you have any suggestions for solutions to these challenges or issues you have listed in the previous question?

Buy or lease the parking facility @ the Shopco on 94th. Buses could pick up individuals and take them straight up the canyon.

## ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process.

What environmental concerns do you have along Little Cottonwood Canyon Road (S.R. 210) and Wasatch Boulevard that UDOT should be aware of as we conduct the environmental study?

too much pollution. Use buses that are electric or some fuel less polluting.

## GENERAL COMMENTS

Do you have any other questions or comments about the Little Cottonwood Canyon EIS?

I would like someone to send me an email in regards to my suggestion.

### MAIL TO

2825 E. Cottonwood Parkway, #200  
Cottonwood Heights, Utah 84121

### OTHER WAYS TO COMMENT

- ✉ LittleCottonwoodEIS@utah.gov
- 🌐 [udot.utah.gov/LittleCottonwoodEIS](http://udot.utah.gov/LittleCottonwoodEIS)

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Little Cottonwood  
Canyon  ENVIRONMENTAL  
IMPACT STATEMENT  
Wasatch Boulevard to Alta

  
Keeping Utah Moving

# **APPENDIX E - Scoping Comments**

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## **Letters**







June 14, 2019

Attn: John Thomas  
Project Manager  
Little Cottonwood Canyon EIS

**Subject: Little Cottonwood Canyon EIS Public Comments**

Mr. Thomas:

Please accept this letter as official public comment from the administration of the City of Cottonwood Heights (“the city”) for the most recent public comment period of the Little Cottonwood Canyon Environmental Impact Statement (“EIS”) process.

The EIS, and the improvements that will result from it and the planning efforts related to it, have a direct and immediate impact on the city. The entirety of the Wasatch Boulevard corridor, from Interstate 215 to the mouth of Little Cottonwood Canyon, is within city boundaries. Many city residents use the corridor every day for direct access to their homes and neighborhoods. The EIS is a regional-level process, but a majority of the project area has a direct local impact on the city and its residents. A continued strong working partnership between UDOT, the EIS project team, and other important stakeholders is critical to ensure that the EIS not only benefits the region, but that it closely considers the character, scale, and diversity of uses found throughout the study area.

The city is in the final steps of completing and adopting its Wasatch Boulevard Master Plan, and the city’s intent is for the final adopted document to represent the city’s vision of the Wasatch Boulevard area. When adopted, this plan will be sent to the EIS Project Team to accompany this public comment letter.

The Wasatch Boulevard Master Plan defines important land-use and transportation goals for the east bench of the city that will help guide future policy and will shape the future of the Wasatch Boulevard area. The EIS has the potential to help fulfil some of the plan’s goals, and the city can help the project achieve some of its regional plans. However, proper balance is required. The city is likely the single entity most directly impacted by the EIS and its related planning efforts. As such, the city requests that it continue to retain a strong working partnership and an influential voice to the project team throughout the entirety of the study and planning process.

Among recommendations of the Wasatch Boulevard Master Plan include envisioning a major redevelopment opportunity at the gravel pit property with a substantial public transit hub incorporated, and preserving and enhancing the natural character and aesthetic of the Wasatch Boulevard Corridor. Additionally, A well-balanced approach to transportation infrastructure

focused on active transportation, public transit, and vehicular traffic is another important concept outlined in the city's plan.

Much more detail in this regard is found within the master plan. Again, the city requests that upon formal adoption, the Wasatch Boulevard Master Plan represent its formal public comment and its vision for Wasatch Boulevard and the surrounding area. We will forward the document to you after formal adoption.

The city looks forward to continuing its work with the EIS project team and other stakeholders throughout this study and related planning efforts. Working collaboratively to find common ground and further mutual goals will greatly enhance this process for all parties involved, and can result in something the city and its residents can take pride in.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Johnson', written in a cursive style.

Mike Johnson  
Community & Economic Development Director  
Cottonwood Heights

---

JACQUELINE M. BISKUPSKI  
Mayor



DEPARTMENT OF  
PUBLIC UTILITIES

June 14, 2019

John Thomas  
UDOT Region 2  
2010 South 2760 West  
Salt Lake City, UT 84104-4592  
johnthomas@utah.gov

**Subject: Salt Lake City Department of Public Utilities Comments on Notice of Intent to Revise Scope of the Little Cottonwood Canyon EIS**

Dear Mr. Thomas:

These comments are from the Salt Lake City Department of Public Utilities (Salt Lake City, or the City) in response to the Federal Highway Administration's Notice of Intent on behalf of the Utah Department of Transportation (UDOT) regarding the revised scope of the Little Cottonwood Canyon environmental impact statement (EIS). Salt Lake City appreciates the opportunity to serve as a cooperating agency for this EIS, as an agency with jurisdiction within the project study area related to protection and management of its water rights and surrounding watershed, significant water infrastructure, and special expertise within the project study area.

Salt Lake City's comments are organized into three parts. The first part contains comments generally applicable to the Little Cottonwood EIS. In this part, Section A introduces a summary of these comments. This is followed by Sections B, C, and D, which provide more specific comments on each of these general comment themes. The second part provides comments that are specific to some of the alternatives and concepts outlined in the NOI. The third part provides an outline of Salt Lake City's regulatory, planning, and infrastructure framework of water resources emanating from Little Cottonwood Canyon.

**I. GENERAL COMMENTS TO THE LITTLE COTTONWOOD CANYON EIS**

**A. Summary of Salt Lake City's General Comments to the EIS**

1. **Water Resource Protection:** All environmental impacts, but specifically watershed and water resource protection, should be explicitly included in the project Purpose and Need. Impacts to these resources should be identified for each proposed alternative, and the transportation alternative ultimately selected should maintain a healthy watershed. Additional comments related to water resources can be found below in Section B.
2. **Process & Scope:** It is challenging to provide feedback at the scoping stage of the Little Cottonwood EIS given that the scope of the Cottonwood Canyons Transportation Action Plan (CCTAP) is still undetermined and only the addition of a third lane is specifically called out as an alternative in the revised scope of the EIS.

The City has concerns with the sequencing and timing of these two efforts. The CCTAP process and this EIS will significantly influence one another, but the scope and breadth of neither process is defined at this point. NEPA requires that the agencies “[r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.” 40 C.F.R. § 1502.14(a). Salt Lake City incorporates by reference any relevant comments provided to CCTAP that ultimately fall under the scope of the Little Cottonwood Canyon EIS. Additional comments related to process and scope can be found below in Section C.

3. **Alignment with Other Planning & Management Efforts:** The Little Cottonwood EIS has the potential to have profound impacts on the many agencies and jurisdictions that operate in Little Cottonwood Canyon. Salt Lake City recommends that the Little Cottonwood EIS strive to align its goals and outcomes with those of these jurisdictions. For example, the EIS process should incorporate the tremendous work that was accomplished during Mountain Accord. The Mountain Accord sought to holistically evaluate and collaboratively address transportation, environment, economic, and recreation issues of the Central Wasatch, including the EIS study area. Additional comments related to alignment with other Cottonwood Canyon jurisdictions, Mountain Accord, and other management efforts can be found below in Section D. The eventual project’s purpose and need statement should include facilitating the objectives of Mountain Accord.

**B. Water Resources**

1. Salt Lake City’s rights and obligations as a Public Water Supplier should be recognized in this process, and in any recommended projects or alternatives development. Alternatives and projects should be evaluated on a watershed scale as to: (1) whether they introduce risk to Salt Lake City’s ability to comply with federal and state Safe Drinking Water Act requirements; and (2) whether they impair Salt Lake City’s ability to put its water rights to beneficial use. The Little Cottonwood EIS should identify whether projects or alternatives present risks to water resources that are relied on for drinking water. Salt Lake City, Sandy City, and the Metropolitan Water District of Salt Lake and Sandy—in their role as Public Water Suppliers—will assist in these water resource risk evaluations. When evaluating water resource risks, Salt Lake City will base its determination on whether alternatives or projects—either directly, indirectly, or cumulatively—impact water quality, water availability, and water infrastructure.
2. Where a proposed alternative (or construction or operations associated with that alternative) may affect water resources or water infrastructure, the alternatives should incorporate appropriate plans for mitigation, monitoring, assessment, and reporting those effects. Salt Lake City recommends that the Little Cottonwood Canyon EIS analysis rely on the protocols, metrics, and targets already included in programs and policies of the local, state, and federal authorities, so that the interested public has a consistent frame of reference for understanding the water resource discussion. It is recommended that UDOT collaborate with Salt Lake County Watershed Planning and

Restoration (SLCo WPRP) as they are the local entity who performs water quality monitoring, physical habitat assessment, and stream stability assessment of the Jordan River Watershed and associated sub-watersheds. Furthermore, SLCo WPRP works closely with the Utah Division of Water Quality to ensure coordination of data collection and protocols.

3. The recreation and visitor use of Little Cottonwood Canyon from transportation solutions approved, developed, and implemented through this EIS have the potential to significantly impact water resources. This EIS analysis should evaluate the direct, indirect, and cumulative impacts not just of the construction and implementation of new or refined transportation systems, but the impact of subsequent and reasonably foreseeable recreation and economic development, increased recreation use, and changed recreation patterns resulting from the proposed alternatives. Furthermore, the Purpose and Need should include evaluation of alternatives that result in manageable recreation levels in Little Cottonwood Canyon.
4. This process should include a 4(f) evaluation. This evaluation should include clear identification of 4(f) properties in the project study area, the environmental impacts to those properties for each alternative, and if there is a feasible and prudent avoidance alternative. If no feasible and prudent avoidance alternative exists, the evaluation should include identification of which alternative produces the least overall environmental harm.
5. In addition to transportation, transit, recreation, and economic projects and alternatives, there is an opportunity for the EIS to identify and develop environmental restoration projects along the transportation corridor in Little Cottonwood Canyon to produce a net positive result to the watershed.
6. Salt Lake City understands that the identified projects related to parking, recreation use, operational improvements, improved transit service, enhancing access and mobility, and changes to roadways are conceptual at this stage. However, any additional infrastructure and construction will likely have water resource impacts within the Cottonwood Canyon watersheds. In general, the following comments apply to those proposed projects:
  - i. Ground disturbance should be limited and should incorporate stormwater best management practices (BMPs). Also, ensure restoration of disturbed lands is conducted to avoid sedimentation, invasive species introduction, and overall watershed degradation.
  - ii. This process should evaluate the impact of different alternatives and projects on invasive species and fire risk.
  - iii. Please incorporate green infrastructure (GI) and post-construction stormwater BMPs where feasible. Furthermore, ensure there are long-term monitoring and maintenance plans for installed GI and stormwater BMPs to ensure they continue to function and provide associated benefits.
  - iv. Where water resources are desired for proposed projects or otherwise impacted, coordinate with Salt Lake City to ensure compliance with Salt Lake

City's Watershed Ordinance § 17.040, as well as with Salt Lake City's surplus water permits.

- v. Where sanitary facilities are proposed, coordinate with Salt Lake City and the SLCHD to ensure compliance with Salt Lake County Health Regulation #14 as well as Salt Lake County Health Regulation #13.

**C. EIS Process and Scope**

1. Regarding the sequencing of transportation planning and EIS efforts in the Cottonwood Canyons, it remains unclear how the CCTAP and Little Cottonwood Canyon EIS relate to one another. For example, the City would like to know more about the strategy of conducting a project-specific Little Cottonwood EIS while simultaneously evaluating Little Cottonwood transportation and transit needs in the CCTAP planning process. Additionally, justification regarding why the third lane is being evaluated in the EIS separately from other transit alternatives such as a train, gondola, shuttle, or travel demand management (tolling) systems remains unclear. It is also unclear why the third lane alone was identified as ripe for inclusion in an EIS, while the other options are left to the CCTAP process. As stated before, an agency must "[r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated . . . [and] [i]nclude reasonable alternatives not within the jurisdiction of the lead agency." 40 C.F.R. § 1502.14(a), (c). The City's specific concern with the approach of splitting the third-lane alternative from all other alternatives is that the division of these analyses will prematurely foreclose pursuing potential future transportation improvements or scenarios. Equally concerning is the risk that dividing the analysis will not properly account for all cumulative and indirect environmental impacts of these transportation and transit infrastructure improvements. Because these other actions are presently being evaluated in the CCTAP, they are reasonably foreseeable and should be evaluated.
2. This EIS should assess and disclose a fuller range of alternatives, impacts, and actions, including connected, cumulative, and similar actions; and direct, indirect, and cumulative effects from state and federal actions. Of specific concern is whether outcomes from the Cottonwood Canyons Transportation Action Plan are connected, cumulative, or similar actions. Salt Lake City raises the issue at this time because the City wishes to ensure that the EIS's actions, as well as the CCTAP's potential actions and their respective impacts, are identified, categorized, and analyzed appropriately.
3. Before developing transportation, recreation, or transit projects and alternatives, the EIS should contemplate and determine the desired future condition of Little Cottonwood Canyon and should provide justification for why that future condition is desirable, appropriate, and manageable in terms of protecting water resources. This is especially necessary considering that the U.S. Forest Service currently relies on non-profits, private businesses, municipalities, and others to fulfill many basic essential services in Little Cottonwood Canyon. Salt Lake City supports the development of a so-called "visitor capacity" or "threshold" analysis (or similar type of effort) to

determine this desired future condition. The City is available to provide water resources expertise for this effort.

4. The transportation needs being discussed focus heavily on the commercial ski industry and winter use of the EIS study area. While Salt Lake City recognizes the significant challenges facing wintertime use, there are many other important economic sectors that rely on various aspects of the study area. Salt Lake City recommends considering the contributions, opportunities, and impacts to other economic drivers, such as dispersed recreation, industry attraction, and ecosystem and watershed services. Additionally, this EIS process should develop and evaluate alternatives that address and serve summer transportation and recreation issues and weigh the prioritization of project funding to reflect this. Most of the trailheads are over capacity in the summer, with cars spilling onto the road shoulder in both directions. It is important to note that summer usage has recently eclipsed winter usage in the Cottonwood Canyons, and that the resorts have also followed with diversifying their business models to include summertime usage.
5. The EIS should consider the distinction between *managing* demands for recreation, use, and economic development in the EIS Study Area versus *inducing* additional demand for recreation, use, and economic development. These are two distinct scenarios for the future of Little Cottonwood Canyon, with different scales of impact to the environment, watershed, public budgets, and quality of life. “An environmental impact statement must analyze not only the direct impacts of a proposed action, but also the indirect and cumulative impacts of ‘past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.’” *Custer Cty. Action Ass'n v. Garvey*, 256 F.3d 1024, 1035 (10th Cir. 2001) (quoting 40 C.F.R. § 1508.7-.8); *see also* 40 C.F.R. §§ 1508.8 (including ecological, aesthetic, historical, cultural, economic, social and health impacts). The NEPA process should evaluate the impacts of both managing and inducing this demand, and all ecological, aesthetic, historical, cultural, economic, social and health impacts.
6. Salt Lake City recommends that the impacts of climate change on the natural environment and recreational use of the Cottonwood Canyons be analyzed and considered as part of the development of long-term transportation and transit solutions generated from this EIS.
7. This EIS effort should include an assessment of the economic value of the natural systems of the study area. For example, there are significant economic and social benefits associated with a functioning watershed, and significant economic and social costs to degradation from new or additional development and infrastructure, as well as recreation overuse. This will better inform policymakers, decision makers, and stakeholders of the economic benefits and costs associated with decisions that protect, restore, or degrade the natural environment.

**D. Alignment with Other Jurisdictions, Mountain Accord, & the Mission of the CWC**

1. The EIS should holistically evaluate and collaboratively address not just transportation issues, but other important problems facing Little Cottonwood Canyon. If these transportation processes fail to consider the interdependent whole, the EIS will miss the opportunity to solve problems with an integrated, holistic approach.
2. The EIS process should consider local jurisdiction plans and requirements. The EIS process should also incorporate the Wasatch-Cache Revised Forest Plan. This will help avoid or mitigate negative consequences to other government agencies, including Salt Lake City.
3. The limited roadway capacity of Little Cottonwood Canyon is an important tool that land managers use to address user capacity in the canyons. Salt Lake City is concerned about the consequences of undercutting this tool without a corresponding strategy to address overuse and limited recreation management funding. Salt Lake City suggests that this EIS process seek to understand and mitigate the direct, indirect, and cumulative recreation-induced environmental impact that this increased capacity—and therefore increased use—will have on water resources.

## II. Specific Concept Recommendations

- A. **Lisa Falls:** Please ensure that any restroom design complies with State of Utah statutes and regulations, and Salt Lake County Health Department Ordinances, specifically restroom setback requirements from waterways. This location exists within 300 feet of the nearest sewer line. If vault toilets are to be used and approved through the standard regulatory channels, please ensure compliance with the regulatory process concerning connection to sewer lines. Given proximity to the tributary stream, trailhead design should incorporate stormwater solutions to minimize runoff impacts to the stream.
- B. **Little Cottonwood Park and Ride:** The proposed parking structure is near Little Cottonwood Creek, and the existing trailhead has vegetative buffer that may be removed with construction of new facility. The structure design should incorporate a suite of stormwater solutions to minimize or eliminate all stormwater discharged into Little Cottonwood Creek as well as include a regular maintenance plan.
- C. **FHWA Appropriation of National Forest Lands to UDOT:** It is Salt Lake City's understanding that, as part of this EIS process, UDOT and the Uinta-Wasatch-Cache National Forest (UWCNF) are in a dialogue about the perfection of the Highway 210 roadway easement. The City understands that this dialogue also includes the possibility of the easement incorporating lands beyond the highway corridor, including trailheads and parking facilities. Additionally, it is understood that U.S. Forest Service legal counsel has determined that this roadway easement is not subject to the UWCNF Forest Plan and would therefore not be subject to the parking restrictions therein. The parking limitation set out in the Wasatch-Cache National Forest Revised Plan is one way to address user capacity. Salt Lake City is concerned about the consequences of removing that tool without a corresponding strategy to address overuse and limited recreation management funding. This EIS process should understand and mitigate the recreation-induced



cumulative, direct, and indirect impacts that the land appropriation will have on water resources, and the City recommends that any new funding streams be designed to favor the upkeep of existing and proposed recreation facilities, along with needed enforcement and capital aspects associated with managing these recreation areas.

- D. Avalanche Sheds:** Salt Lake City is available to work with UDOT during subsequent design processes to help achieve water quality needs for these facilities. At this time, Salt Lake City has the following considerations related to this possible new infrastructure:
- a. Salt Lake City understands that a fire suppression system will be needed for the avalanche sheds, should they be constructed. The City recommends that the water used for this purpose be neither chlorinated nor contaminated. Additionally, Salt Lake City cannot support a fire suppression system that incorporates glycol.
  - b. Salt Lake City is concerned with potential discharge from the avalanche sheds contaminating Little Cottonwood Creek. The area of influence should have full containment, so that no material or discharge coming from the sheds (such as water or materials resulting from a fire suppression system test or resulting from a fire) reaches Little Cottonwood Creek. This could be accomplished several ways, such as installing a septic system onsite, or possibly tapping into the sewer system.
  - c. The area by the China Wall is close to the creek. Please ensure that construction BMPs are implemented and water quality standards are fully complied with during the construction and maintenance of the avalanche sheds.
- E. Third Lane:** The EIS should evaluate and recommend required mitigation and water quality protection measures, as the additional impervious surface and ground disturbance will likely impact Little Cottonwood Creek. Given close proximity to the creek, road design should incorporate solutions to minimize runoff impacts to the stream; and eliminate, to the extent possible, a need to alter or reconfigure the stream. Additionally, construction BMPs should be implemented and water quality standards should be complied with during the construction and maintenance of the lane. Salt Lake City also recommends restoration of disturbed lands is performed to the extent possible to avoid sedimentation, invasive species introduction, and overall watershed degradation.

### **III. OVERVIEW OF SALT LAKE CITY'S REGULATORY, PLANNING, & INFRASTRUCTURE FRAMEWORK**

#### **A. Legal Jurisdiction and Related Federal, State, and Local Regulation and Policy**

Salt Lake City is a Public Water Supplier as defined by state and federal laws. Our water service area encompasses the area of Salt Lake City and numerous cities along the east bench of Salt Lake County, including Mill Creek, Cottonwood Heights, Holladay, and others. Currently Salt Lake City serves more than 350,000 people. Our water supply and demand plans use statewide population projections to consider future growth in the area over the next 40 years.

A large and important portion of Salt Lake City's current and future water supplies emanate from the Little Cottonwood, Big Cottonwood, Parleys, Mill Creek, and City Creek Canyon

watersheds. Salt Lake City invests hundreds of millions of dollars in water treatment facilities and distribution systems to put these water sources to beneficial use, ensuring provision of clean, reliable drinking water to the public.

As a Public Water Supplier, Salt Lake City has strict regulatory obligations to meet federal and state Safe Drinking Water Act requirements. Amendments in 1996 to the federal Safe Drinking Water Act recognized the importance of protecting sources of drinking water as a critical prevention to protect public health (<https://www.epa.gov/sites/production/files/2015-04/documents/epa816f04030.pdf>).

The state Safe Drinking Water Act and Administrative Rules also regulate Public Water Suppliers, including Salt Lake City (<https://deq.utah.gov/drinking-water/laws-and-rules>). State Rule 309-605 is specific to requirements that must be met regarding the protection of surface water sources of drinking water, and requires Salt Lake City to conduct source water assessments and employ management strategies to protect drinking water sources from pollution (<https://documents.deq.utah.gov/drinking-water/rules/DDW-2018-003500.pdf>).

State statute (Section 10-8-15) grants cities the authority to protect water resources from activities that are detrimental to water quality or quantity. Cities may enact ordinances preventing pollution or contamination of the streams or watercourses in which the inhabitants of the cities derive their water supply ([https://le.utah.gov/xcode/Title10/Chapter8/10-8-S15.html?v=C10-8-S15\\_2016051020160510](https://le.utah.gov/xcode/Title10/Chapter8/10-8-S15.html?v=C10-8-S15_2016051020160510)).

Salt Lake City is a First Class City that holds the majority of water rights in the Cottonwood Canyons, and puts these rights to beneficial use throughout its water service area in the Salt Lake Valley. Pursuant to Utah Code 10-8-15, Salt Lake City has enacted watershed ordinances ([http://www.sterlingcodifiers.com/codebook/index.php?book\\_id=672](http://www.sterlingcodifiers.com/codebook/index.php?book_id=672), Chapter 17.04) and has joint authority with the Salt Lake County Health Department Regulation #14 managing for watershed protection (<http://slco.org/uploadedFiles/depot/11health/regs/watershed.pdf>). In addition, Salt Lake City adopted a Watershed Management Plan in 1999, last updated in 2014, and it is currently undergoing a comprehensive update (<http://www.slegov.com/utilities/public-utilities-watershed>). The combination of these regulations and management plans guide development and uses in these watersheds to fulfill Salt Lake City's regulatory obligations to comply with the federal and state Safe Drinking Water Acts and to ensure the provision of clean, safe drinking water to the public.

Most of the project area is within the Salt Lake Ranger District of the Uinta-Wasatch-Cache National Forest boundaries (<https://www.fs.usda.gov/uwcnf>). The underlying premise for the Central Wasatch Management Area in the Wasatch-Cache National Forest Plan is to provide for the long-term supply of high-quality water to the Salt Lake Valley (Revised Forest Plan for the Wasatch-Cache National Forest, p. 4-153 (2003)). Salt Lake City and the United States Forest Service work in cooperation to protect the watersheds and water resources that emanate from within National Forest boundaries.

## **B. Existing Local Plans Related to Water Resources**

Numerous local plans exist to guide future decisions and identify public values related to the Wasatch Mountains in Salt Lake County, including the CCTAP study area. These plans were completed over many decades to meet federal, state, and local statutory jurisdictional requirements, and typically cross-reference each other. All these plans include significant public engagement.

1. **Mountain Accord ([www.mountainaccord.com](http://www.mountainaccord.com)):** Mountain Accord is the result of a years-long collaborative process to better manage the Central Wasatch, including the CCTAP study area. A new government entity, the Central Wasatch Commission, was formed in 2017 to implement Mountain Accord actions. Watershed protection is a key element of the agreement across all entities that participated in the process. The goals of Mountain Accord are:
  - a. A natural ecosystem that is conserved, protected and restored such that it is healthy, functional, and resilient for current and future generations.
  - b. A recreation system that provides a range of settings and accommodates current and increasing demand by encouraging high levels of use at thoughtfully designed locations with convenient access, while protecting solitude, nature, and other backcountry values.
  - c. A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports and-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.
  - d. Broadly shared economic prosperity that enhances quality of life and preserves natural and scenic resources and infrastructure that is attractive, sustainable, and provides opportunity for visitors and residents.
  
2. **Salt Lake City Watershed Management Plan** ([http://www.sledocs.com/utilities/PDF%20Files/Salt\\_Lake\\_City\\_Watershed\\_Management\\_Plan\\_-\\_1999\\_final.pdf](http://www.sledocs.com/utilities/PDF%20Files/Salt_Lake_City_Watershed_Management_Plan_-_1999_final.pdf)): This plan was created pursuant to Salt Lake City's statutory watershed management jurisdiction, and includes vulnerability analyses and policy recommendations for Salt Lake City to implement watershed management strategies to protect and preserve drinking water sources. The Salt Lake City Watershed Management Plan is currently being updated.
  
3. **Salt Lake County Canyons Master Plan** (<https://sleo.org/planning-transportation/wasatch-canyons-general-plan-update/>): This plan was created under Salt Lake County's statutory land use jurisdiction and provides land use and other policy guidelines for Salt Lake County to participate in land use, transportation, watershed protection, economic development, and recreation policies. The Salt Lake County Canyons Master Plan is currently being updated.
  
4. **Salt Lake County Integrated Watershed Plan** (<https://sleo.org/uploadedFiles/depot/publicWorks/fwatershed/resources/2015SLC6IWP.pdf>): This plan was created pursuant to Salt Lake County's Area-Wide Water Quality Planning Authority under Section 208 of the federal Clean Water Act.

**C. Water Infrastructure**

Salt Lake City owns and operates significant infrastructure within Big and Little Cottonwood Canyons and the CCTAP study area. Salt Lake City's water infrastructure is directly connected to the streams emanating from Big and Little Cottonwood Canyon, through direct stream intakes at treatment plants at the mouth of each canyon. The treatment and distribution process are efficient due to good source water quality and the topography of the area—it takes less than 7 hours for water at the top of the watershed to arrive at the treatment plant, and less than 24 hours for water at the top of the watershed to arrive at a faucet in the Salt Lake Valley. In this way, any actions that are taken anywhere within the Cottonwood Canyon watersheds can have cumulative, direct, and indirect impacts, resulting in consequences to public health, critical infrastructure, and source water reliability.

Thank you for your consideration of Salt Lake City's comments during this scoping process. We hope to enhance this process through our participation.

Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,



Laura Briefer  
Director

cc: Brandon Weston, Utah Department of Transportation  
Vince Izzo, HDR  
Ralph Becker, Central Wasatch Commission  
Marian Rice, Salt Lake City  
Carly Castle, Salt Lake City  
Patrick Nelson, Salt Lake City

# The SHOSHONE-BANNOCK TRIBES



Cultural Resources/Heritage Tribal Office  
(HeTO)  
Language & Cultural Preservation Department  
(LCPD)  
P.O. Box 306  
Fort Hall, Idaho 83203

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March 20, 2019

Brandon Weston  
Director, Environmental Services Division  
Utah Department of Transportation  
P.O. Box 148450  
Salt Lake City, Utah 84114-8450  
[brandonweston@ut.utah.gov](mailto:brandonweston@ut.utah.gov)

**RE: UDOT Project: S-R299(281) /UDOT PIN 16092, Little Cottonwood Canyon (SR 210)  
Environmental Impact Statement, Salt Lake County, Utah  
Revised Notice of Intent and Second Scoping Process**

Dear Mr. Weston:

The Shoshone-Bannock Tribes (Tribes) Heritage Tribal Office (HeTO) appreciates the opportunity to comment on the above named proposed project and would like to thank you for the information received.

The proposed project is located within the inherent ancestral lands of the Shoshone and Bannock People and continues to hold important cultural properties, traditional hunting, fishing and gathering activities still practiced by members of the Shoshone-Bannock Tribes.

According to the information provided, the proposed project will consist of proposed improvements to State Route (S.R.) 210, in Salt Lake County, Utah S.R. 210, traffic through Cottonwood Heights on Wasatch Boulevard and recreational traffic into Little Cottonwood Canyon. Improvements needed to reduce traffic congestion and improve safety in the corridor. The Tribes HeTO has reviewed the information and requests a Cultural Resource Report/Survey conducted on the area of potential effect and/or any adverse impacts related to the proposed project. The pre-contact history is also significant and must be preserved and protected. Please provide a cultural resource inventory of the area for the Tribes HeTO to review. The area is rich in cultural resources significant to the Shoshone and Bannock Tribes. The proposed project will involve ground disturbance; therefore, the Tribes HeTO also requests the following inadvertent discovery clause incorporated into the construction plan.

*In the event of an inadvertent discovery (cultural resources and/or human remains) the Tribes HeTO requests a Stop Work Order implemented regarding construction activities and immediate notification to the Tribes HeTO. Construction shall cease until proper treatment of cultural resources and/or human remains is achieved.*

The purpose of this letter is to provide technical input and not intended as formal government-to-government consultation. Should there be any questions or concerns please feel free to contact me at: (208) 236-1084.

Sincerely,

*Romelia Martinez*

Comment #733

Romelia Martinez  
Cultural Resource Technician II  
Shoshone Bannock Tribes  
CR-HeTO

CC: FILE- UDOT, EIS, Proposed Cottonwood Canyon Road Improvements, Hooper, Salt Lake County,  
Utah

**Subject:** 20190312 Scoping Comment from Kraan\_Eric

From: **Eric Kraan** <[eric.kraan@yahoo.com](mailto:eric.kraan@yahoo.com)>

Date: Mon, Mar 11, 2019 at 10:39 PM

Subject: Re: Little Cottonwood Canyon EIS Project Update: Revised NOI Scoping Period Now Open

To: Little Cottonwood EIS <[littlecottonwoodeis@utah.gov](mailto:littlecottonwoodeis@utah.gov)>

Hello Bri,

I would like to point out that there is no 2017 Wasatch Boulevard Master Plan adopted by Cottonwood Heights. Not in 2017, not today. Might sound like a technicality, but UDOT is misleading the public by stating otherwise.

Eric Kraan

On Monday, March 11, 2019, 07:43:07 PM MDT, Little Cottonwood EIS <[littlecottonwoodeis@utah.gov](mailto:littlecottonwoodeis@utah.gov)> wrote:

Hi,

Thank you for your continued interest in the Little Cottonwood Canyon EIS. As you may know, UDOT recently revised the study approach to focus on the immediate needs of avalanche mitigation, trailhead parking and Wasatch Boulevard. UDOT will also continue to examine solutions for additional needs in both Little and Big Cottonwood Canyons through the Cottonwood Canyons Transportation Action Plan (TAP), in partnership with the Central Wasatch Commission (CWC).

The [Draft Purpose and Need](#), along with the [Draft Alternatives-development and Screening Methodology Report](#), are now available on the [project website](#). The public comment period opened March 5 and runs through May 3, 2019. Comments to these documents can be provided to the [project website](#) or to LCC EIS Project Team, C/O HDR, 2825 E. Cottonwood Parkway, Suite 200, Salt Lake City, UT 84121-7077.

You are invited to a public open house for the Little Cottonwood Canyon EIS on April 9, 2019, from 4 – 8 p.m., at Cottonwood Heights City Hall (2277 Bengal Blvd, Cottonwood Heights, UT 84121). The EIS purpose and need, initial alternatives and initial screening criteria will be available for review and comment.

The open house will also provide an opportunity to learn more about the Cottonwood Canyons TAP, including past efforts that inform the process, the role of UDOT and CWC with the Cottonwoods TAP and also provide comments to the study team.

If you are unable to attend the open house, materials will be available and [official comments will be accepted on the project website](#). You may also send comments through email anytime during the comment period.

Thank you for supporting our EIS outreach efforts. Please continue to help us by sharing and engaging with our social media content. For those of you who have not already done so, we invite you to participate in the discussions on our [Facebook group](#) and [Twitter feed](#). While social media discussions are not part of the official EIS record, they continue to

provide great insight to the team and help us make the most informed transportation decisions we can for the Little Cottonwood Canyon study area.

If you have any questions or comments, please feel free to reach out to us through the project [website](#), email or at 801-597-5128.

Thank you,

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Bri Binnebose

*Communications, Little Cottonwood Canyon EIS*

# Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT Wasatch Boulevard to Alta

Visit our website: [udot.utah.gov/littlecottonwoodeis](http://udot.utah.gov/littlecottonwoodeis)

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# SAVE OUR CANYONS

Friday, May 3, 2019

To whom it may concern:

Thank you for the opportunity to comment on the Cottonwood Canyons Transportation Action Plan and the Little Cottonwood Canyon EIS. As you are aware, our organization has been working for sometime on issues in the Wasatch Mountains, inclusive of active participation on the programs this proposal suggests it is building upon, including, but not limited to Mountain Accord, and 2012 Mountain Transportation Study. We are pleased to provide you some comments to not only inform the analysis you will undertake, but also share with you our concerns about process structure, order of operations, and comprehension of what the issue that is attempting to be solved.

## **Background**

Save Our Canyons views actions in the Cottonwood Canyons as connected. Numerous governments and stakeholders have analyzed and acknowledged this relationship for generations. As such we found it difficult to separate our comments on these two actions, Cottonwood Canyons Transportation Action Plan and the Little Cottonwood Canyon EIS. Not only are these two actions connected but the concurrent NEPA analysis (and looming decisions) in which you are requesting comments, will not only prejudice the other, but will also fundamentally alter our canyon environments, our watersheds, and wildlife and plants that inhabit the area.

The planning horizon for the two projects are different but related. It is our understanding that the Little Cottonwood Canyon EIS is looking at short-term solutions and the Cottonwood Canyons Transportation Action Plan is looking at a longer-term vision for transportation. It is our expectation that the short-term projects do not prejudice the longer term plan. For example, if the long-term vision is looking at a fixed guideway, evaluated through Mountain Accord, either replacing or abandoning the road, why would we make short-term investments in road widening projects for something we might not use? We use this merely mentioned to illustrate the nexus between these projects, and this should not be construed as an outcome we support. We are invested and interested in realizing long-term solutions that benefit the stated need of protecting our watersheds, hence our concern in the short-term projects influencing by way of investment, the long term needs. Financial resources are finite and should be used to support the to be determined long-term view.

## **Vision**

What do we want the Wasatch to look like in 10 years? In 100 years? How do these projects help us meet that end?

At its highest level, our vision for the Wasatch is one where the natural environment, wildlife habitat, and our watersheds are protected, certainly not degraded. Whatever happens in this area should happen for the benefit of:

- the creatures that inhabit or have inhabited (extirpated species we wish to see return) the area;
- the public who is reliant upon and deserving of high quality drinking water and;
- the millions of visitors who seek recreational values from adventure to respite

The 2008 Scenic Byways Cottonwood Canyons Corridor Management Plan<sup>1</sup> articulates the following vision:

- Protection of the watershed and natural resources of each canyon
- Sustaining and enhancing the scenery of natural areas
- Increased public education about the outstanding qualities of each canyon
- Safe and enjoyable Byway travel for all users, including drivers, cyclists, and pedestrians
- Preservation and enhancement of the cultural resources of each canyon
- Economic sustainability of the communities along the Byways
- Efficient and convenient transit and alternative transportation connecting Byway destinations, as well as the Byways to the Salt Lake Valley
- High quality well-maintained recreation facilities

Some of the projects that have been brought up by the project team certainly fit this vision, while others detract. It is worth mentioning that nearly every study commissioned over the past three decades all call for improved and year-round mass transit. This could easily, and with relatively minimal impact utilizing existing infrastructure, be accomplished with buses. This might be the most effective use of the monies allocated for the LCC EIS.

## Visitation

Many resource management plans that pertain to this geography of the Cottonwood Canyons identify visitation as the single greatest threat to the environment. Therefore it is important to understand whether our actions increase visitation or reduce visitation. Any attempt at increasing visitation should first understand the impacts of increasing visitation and their affect on the broader environment, not just the narrow scope of the roadway.

In recent years, we've also experienced how susceptible to behavioral changes the canyons are. Recent changes in winter closures in Little Cottonwood have implications on Big Cottonwood. When Little Cottonwood is closed, it people change their behaviors and go up Big Cottonwood (or even Millcreek). This example shows the inter-relationship in use between canyon access corridors hence it is difficult, if not irresponsible to do projects without understanding how it impacts the other.

With these considerations, what purpose do these projects serve? Is it to increase the number of vehicles that can travel up the canyons? Is it to increase the number of visitors who come into these canyons? Is it to get visitors onto different modes with the goal of reducing the number of vehicles? Do you plan to put additional visitors at resorts or at trailheads? Will those visitor aid in the realization of land management goals and priorities for protecting watersheds? What risks from increased visitation are anticipated?

Will a fee be implemented to encourage carpooling and mass transit use, specifically buses. Will revenue from parking or transit are implemented will those funds support trailhead and toilet upkeep (limited but efficient canyon "sanitary facilities")? Where in the canyon do we want to

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<sup>1</sup> Cottonwood Canyons Scenic Byways: Corridor Management Plan (2008), pg. 31  
[https://travel.utah.gov/wp-content/uploads/CMP\\_121608\\_portable.pdf](https://travel.utah.gov/wp-content/uploads/CMP_121608_portable.pdf)

encourage more use/less use? Will transit options support access from various points around the valley to limit congestion at canyon mouths? Is there a known level of visitation where we begin to degrade the canyon health and user experience?

### **Fire**

Exacerbated by a changing climate, the western United States and the State of Utah are experiencing intensification of wildfires. As with increased visitation and impacts on the land, there is a correlation between increasing roads and visitation and increased wildfire risk. For example, in reviewing Utah's fire ignition data, it was found that between 2000 and 2015, Utah has seen over 190% more fires within 300 ft of a road. Nationally, it is found that humans cause over 90% of wildfires, and in our review of Utah's ignition data suggests that national average is relevant in our state.

How will increasing capacity help meet the goal of reducing wildfire risk? Will these projects expand or intensify the current status of the WUI?

### **Noise impacts**

As use increases, so does noise. Will these projects increase the number of modified mufflers, currently not allowed but also not enforced, in the area? As mentioned in "background" why are we focusing on short term investments in road widening when there is desire to change the system? This would result in more construction, over a longer period of time.

Focus on private vehicle access will continue to induce noise whereas bus transit mode change reduces vehicles, has little to no infrastructure/construction noise.

### **Watershed**

SR-210 is the primary access point to public lands in Little Cottonwood Canyon. What happens on the roadway, happens on the forest, and therefore in our watershed. The Forest plan states that the "underlying premise of resource management in this Management Area is the need to provide long-term, high quality culinary water to the large urban population of the Salt Lake Valley. Salt Lake City owns all or the largest percentage of water rights in each of the Wasatch Canyons except Red Butte, and has congressionally delegated authority to protect the water supply. Congress also directed the Forest Service to administer designated watersheds in cooperation with Salt Lake City for the purpose of storing, conserving and protecting water from pollution."<sup>2</sup>

It goes on to acknowledge the how difficult it will be to balance the recreation demand while protecting the watershed.

"Providing quality recreation opportunities within the framework of watershed protection will be an increasing challenge as the Wasatch front population and national and international destination use of the area continues to grow."

Further, the plan notes that access, parking and the road way are a significant challenge and that cars should not be accommodated and that mass transit is the best way to help ensure for protective goals are met.

"Protection of watershed conditions will be a primary factor in managing roads, trails and access. In the Tri-canyon area (Big and Little Cottonwood Canyons and Mill Creek) parking capacities of canyon parking lots (ski areas, summer use homes, developed and dispersed recreation sites) will be not exceed 2000 levels unless modification is needed

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<sup>2</sup> Wasatch Cache National Forest - Revised Forest Plan (2003) - USDA Forest Service

for watershed protection or to facilitate mass transit. Mass transit will be commonly used during winter, reducing crowding and increasing safety for users of the canyons.”

Both of these projects take place inside a protected watershed. Our access into these areas is a privilege, not a right, as such we must carefully steward these areas to ensure for our continued and future enjoyment. Many watersheds across the west, in particular, are closed to public access. It should go without saying that it is because of projects like these very projects, that it is much easier to protect the watershed and ecological values absent the human element. We find it imperative that a full analysis of the impacts on the watershed from any increase in capacity they may to facilitate. Given the importance of these watersheds, a narrowed analysis that only looks that at the impacts to the roadway, and not the capacity the roadway helps deliver, would be a significant short-coming of any analysis and a disservice to the community and the environment.

### **Wildlife**

Recent studies in the region have documented the relationship between increased recreational activity and the impacts on wildlife. A recent study says that “Human-wildlife interactions can alter wildlife behavior, which can lead to increased stress levels, missed foraging opportunities, reduced reproductive success, avoidance of certain habitats, and increased mortality.”<sup>3</sup> Interestingly, this study was done in the Diamond Fork area of the Wasatch Mountains, not too far away from the Cottonwood Canyons, the subject of these two actions. This local study documented that increased interactions between wildlife, both during the day and in the twilight hours, reduced wildlife activity.

Just because we see wildlife doesn't mean we aren't having an impact on their behaviors. Using science and data points we can help to shift our behaviors and impact to help protect the irreplaceable values that exist in the area. Watershed and wildlife data should help direct and guide our use and enjoyment of the area.

Another project being overseen by Wild Utah Project to study the movements and interactions of wildlife is being looked at in the Cottonwood Canyons. It might be helpful to partner with them to better understand the regional importance of these canyons to wildlife populations and how they move throughout the region. This information can only benefit the stewardship and management of the natural values that exist on the property and how they can be enhanced. This project is nearly ready for public consumption and we hope that the data can be used in effort to better understand the impacts of these projects.

### **Comments Specific to the Little Cottonwood Canyon EIS**

In 2006, UDOT in conjunction with Alta Ski Lifts, Snowbird, the Town of Alta and UTA undertook a study looking at risks and identifying a blueprint for the future of the canyon. Specifically, the study sought to quantify the Avalanche Hazard Index for Little Cottonwood Canyon, and also provide short and long-term options for improving safety along the highway.

One key finding of the analysis was the relationship between traffic and the AHI. While, yes, Little Cottonwood enjoys a high AHI, it is in part because of traffic.

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<sup>3</sup> The influence of periodic increases of human activity on crepuscular and nocturnal mammals: Testing the weekend effect (2016). Nix, Howell, Hall McMillan. <https://www.sciencedirect.com/science/article/pii/S0376635717301948>

“The other fundamental way to influence the AHI is by changing traffic. As traffic increases, speeds decrease, and the AHI rises. Reducing the number of cars on the road allows the remaining cars to go faster, which decreases the avalanche risk. **This can be accomplished through increased transit service; better use of park-and-rides; improved travel information for drivers; and making sure traffic exits the resorts at day’s end in an efficient manner.**”<sup>4</sup>

The Wasatch Front Regional Council’s 2050 plan also recommends “express bus/special service” in Little Cottonwood Canyon. It is requested that 15 minute peak and 30 minute off-peak headways be provided. This, in conjunction with increased parking near the gravel pit, again, seems to be the least impactful, lowest risk, most broadly supported project that could instigate the needed behavioral changes required to address canyon congestion issues.

To that end, in 2017/18, UTA adjusted services in the Salt Lake area to help get 15 minute headways during peak times. This resulted in a boost in ridership which was declining. The lesson learned here, is that if transit is dependable, people will utilize it. The other significant efforts to both improve ridership and transit is to make it available year-round, and priced so as to incentivize transit use. Most people see barriers to using transit and one of those barriers is cost, another is time. If we can address the time and either lower the cost of transit, or raise the cost of driving with 2 or fewer people in a vehicle, we believe we can make significant steps toward resolving congestion in the canyons without disturbing additional land. A project like this seems well within the scope of the legislation that made funds available and within the budget of the funds allocated.

It seems these already identified, implementable and widely supported proposals, should be the primary focus of the LCC EIS. Studies, plans and collaborative efforts that have consumed decades of analysis and millions of dollars, with many points of light saying the same thing.

It is worth noting that since 2006, Salt Lake County has been doing analysis on attitudes toward our watersheds. The most recent survey, done in 2015, states that 52% of people want less urban development than already exists in their watersheds, and 41% want it to stay the same, while only 7% want more urban development.<sup>5</sup> As we know, land use is often driven by transportation and it is clear that people place high value on the natural environment, wishing it to remain as natural or even in a better natural condition than already exists. UDOT needs to heed this sentiment from the constituents they serve and take greater care than they ever have before when looking what so called solutions they wish to implement in Little Cottonwood Canyon.

SOC’s most overarching criticism of the proposed project is that it prematurely dedicates resources to one component of an as-yet undefined larger project. It is widely recognized that transportation problems seen in the Wasatch require the preparation of a comprehensive transportation plan, and one is in the initial stages of development. Because the non-LLC elements of such a plan have not been developed, it cannot presently be known whether and how the proposed LLC project will fit into and be compatible with this comprehensive plan. It is a virtual certainty that, if developed as an element of a comprehensive plan for the Wasatch, the LLC project would not look the same as it will if it proceeds as an ad hoc project. To that extent,

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<sup>4</sup> Little Cottonwood Canyons Transportation Study (2006). Jon Nepstad, Ritchie Taylor, Chris Stethem, Andrea Clayton. <http://arc.lib.montana.edu/snow-science/objects/issw-2006-907-909.pdf>

<sup>5</sup> Salt Lake County Watershed Public Opinion Survey (2015) pg. 16. Opinion Works. [https://slco.org/uploadedFiles/depot/publicWorks/fwatershed/2009\\_Water\\_Quality\\_Stewardship\\_Plan/2015publicsurvey\\_ful.pdf](https://slco.org/uploadedFiles/depot/publicWorks/fwatershed/2009_Water_Quality_Stewardship_Plan/2015publicsurvey_ful.pdf)

the project represents a waste of monetary resources, and impact of natural resources (which might be deemed as invaluable given their importance).

In terms of the environmental analyses, without the completion of a comprehensive plan, it is impossible for the EIS for the present project to include meaningful cumulative impacts analyses that reflect impacts of the LLC project together with the other project, as clearly required by NEPA. SOC believes that UDOT must, as is usual in such circumstances, prepare a programmatic EIS for the entire set of interrelated Wasatch transportation projects, then prepare separate, tiered EISs for the individual component projects. See 40 C.F.R. §1505.20.

Perhaps the most significant impacts of the proposed project will be those caused by the increased number of people that the highway improvements are intended to deliver into the Wasatch. Currently, it is SOC's understanding that UDOT views such impacts as beyond the scope of NEPA requirements. This could hardly represent a greater misreading of its obligations.

Under the National Environmental Policy Act, 42 U.S.C. §§ 4321 et seq., the LLC EIS must identify and analyze the direct, indirect, and cumulative affects of a proposed action. 42 U.S.C. § 4331 (c)(i); 40 C.F.R. §1508.7, §1508.8. Direct effects of an action are those "which are caused by the action and occur in the same time and place." Indirect affects are those "which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable."

Cumulative impacts are those environmental impacts "which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions."

Obviously, the purpose of the LLC project is to reduce the existing traffic bottlenecks and allow an increased flow of people into the mountains. The presence of more people in the mountains is therefore not just a foreseeable impact, but an intended one. It is also a kind of impact that the CEQ regulation defining indirect effects clearly contemplated: "Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." 40 C.F.R. §1508.7, §1508.8. Failure of UDOT to consider the impacts of successfully increasing the number of people accessing the Wasatch would represent such a fundamental deficiency of NEPA compliance that SOC would feel completely confident in challenging the EIS on that basis.

In performing an analysis of the impacts of significantly increased visitation of the Wasatch, there are many types of direct, indirect, and cumulative impacts the EIS must consider. These include (recognizing that some may be subsumed under others in analysis):

- Ecosystem impacts
- Impacts on plant life and animal wildlife, including endangered, threatened, and sensitive species
- Watershed impacts
- Impacts from future construction and development inevitably resulting from increase demand for housing, lodging, services, etc.
- Impacts on visitor experience at and outside of ski resorts
- Impacts on backcountry use, including user conflicts from and among other backcountry users, including those making such use under present and foreseeable Forest Service use authorizations, such as helicopter skiing

- Impacts of increased backcountry visitation together with present and future Forest Service use authorizations, including helicopter skiing, on plant and animal life, including endangered, threatened, and sensitive species
- Impacts on visitor safety
- Impacts attributable to enlarged parking areas, including at trailheads
- Impacts of improved canyon access together with new road construction on National Forest lands, which may result from the expected amendment of the Forest Service's Roadless Rule.

In terms of the direct impacts of the proposed projects, there are several types of impacts that the improvements and/or their construction may cause that the EIS must consider, including:

- Impacts on riparian areas
- Ecosystem impacts
- Impacts on plant life and animal wildlife, including endangered, threatened, and sensitive species
- Watershed impacts
- Impacts on visitor safety

There also is a potential for a variety of indirect and cumulative impacts attributable to the improvements and/or their construction that the EIS must identify and analyze, apart from those associated with increased visitation. These may include:

- Impacts from the LLC project in conjunction with the construction and use of other transportation projects, including elements of a broader transportation plan for the Wasatch canyons and mountains.
- Indirect impacts stemming from the direct impacts; for example impacts on wildlife population health, number, and behavior indirectly attributable to more direct effects of the improvements and/or their construction on migration, access and passage to/from habitat areas
- Impacts of the proposed improvements together with new road construction on National Forest lands, which may result from the expected amendment of the Forest Service's Roadless Rule.

### **Comments Specific to the Cottonwood Canyons Transportation Action Plan**

We think the CC TAP process is an important project. This is the project that should have been done five or so years ago with Mountain Accord. We would be much better served by the LCC EIS had this analysis already taken place. To that point, our primary comment about the CC TAP is why isn't this the top priority? Doing this concurrent to the LCC EIS rather than initiating the project without understanding how it supports or detracts from the vision that will be identified once the CC TAP concludes.

It is widely recognized that transportation problems seen in the Wasatch require the preparation of a comprehensive transportation plan, and it is our understanding that that is the intention of the CC TAP. It is our hope as well that this project will help to not waste monetary resources, and impact of natural resources (which might be deemed as invaluable given their importance).

SOC believes that UDOT will, as is usual in such circumstances, prepare a programmatic EIS for the entire set of interrelated Wasatch transportation projects, then prepare separate, tiered EISs for the individual component projects. See 40 C.F.R. §1505.20.

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There also is a potential for a variety of indirect and cumulative impacts attributable to the improvements and/or their construction that the EIS must identify and analyze, apart from those associated with increased visitation. These may include:

- Impacts from the CC TAP project in conjunction with the construction and use of other transportation projects, including elements of a broader transportation plan for the Wasatch canyons and mountains.
- Indirect impacts stemming from the direct impacts; for example impacts on wildlife population health, number, and behavior indirectly attributable to more direct effects of the improvements and/or their construction on migration, access and passage to/from habitat areas
- Impacts of the proposed improvements together with new road construction on National Forest lands, which may result from the expected amendment of the Forest Service's Roadless Rule.

### **A concept worthy of analysis**

While we appreciate the desire of governments to want to build more infrastructure, however, it seems to us in our review of the conditions that the challenge in Little Cottonwood Canyon (LCC EIS) and of the Central Wasatch (CC TAP), has to do with efficient use of existing infrastructure. A number of studies that have been done in the canyons cite low vehicular occupancy for a reason for roadway failures. Roadway failures are often times due to winter conditions which really should be an expectation for travelers. Efforts to enforce restrictions have certainly increased in the past several years. Simply providing more opportunities for travelers to increase occupancy (incentivizing carpooling) or more opportunities throughout the region for people to get on a variety of express buses (particularly to individual resorts) need to be explored. It is a worthy goal to contemplate the idea of a car-less canyon, with few exceptions.

Save Our Canyons believes the best method to improve transportation, while preserving the wilderness character and natural habitat of these canyons, is to implement a reliable, affordable, and efficient shuttle system using vans and buses. This shuttle system would be operational year round, but would have higher capacity during peak use periods. For the shuttle system to be successful, additional park and ride lots need to be developed. These lots would be developed throughout the Salt Lake Valley. Existing and future transit hubs would also be used as boarding stations for the shuttle system. The shuttle system would be designed to provide service for all canyon visitors: resort skiers, dispersed users, hikers, resort employees, summer season visitors, and others. Current congestion problems in the Cottonwood Canyons are largely associated with ski resort operations, most notably on weekends and holidays. The shuttle system would provide express shuttle service to each ski resort from park and ride lots/transit hubs. Winter express shuttles for dispersed use would also be part of the system. These shuttles would provide transit to users from park and rides/transit hubs to winter trailheads. Similarly, in summer, shuttles would provide hikers express service from park and rides/transit hubs to trailheads. The proposed shuttle system is NOT a traditional multi-stop bus service. The proposed shuttle system is one that conveniently transports individuals from park and ride lots and transit hubs to mountain locations with "express" service. The shuttles would have a limited number of stops, and in many instances would provide nonstop transit service (most notably to ski resorts).

A key feature of the shuttle system would be short transfer times at park and rides lots/transit hubs and at mountain locations for return service back to the park and ride lots/transit hubs. We should look for under-utilized existing parking lots that could support buses/shuttle pool lots. Parking at church lots during the week or schools on the weekends, seem to be a logical place. Schools and churches are often within walking distance of homes. Shuttles will need to be able to meet peak demand. The success of this system is dependent on convenience and short wait times for users. Low fares need to be a part of the system to encourage use. A shuttle system using vans and buses has the benefit of being highly flexible. The shuttle system could easily (and cheaply) be modified as demands change in the future.

There needs to be an evaluation as to whether this shuttle system is publicly or privately operated (or a combination of both). There should also be an evaluation of the feasibility of a system of vans for “home to mountain” service that would augment the shuttle service described above. Such a home to mountain system would resemble an airport limousine service, with scheduled pick up and return times.

The vehicles used in the shuttle system would be vehicles appropriate for mountain travel, including travel through inclement weather. Ideally, these vehicles would utilize clean fuel systems (e.g. natural gas or electric) to minimize impacts to air quality.

Coupled with the shuttle system, there should be consideration to implement “congestion pricing” for private vehicles in the Cottonwood Canyons. Congestion pricing is a market based approach to reducing congestion. Congestion pricing is utilized in power marketing, where users pay a higher price for power during “on-peak” hours. There are also many examples of congestion pricing in transportation. The adjustable rates for use of the HOV lanes on I-15 is an example of congestion pricing. Congestion pricing is being used in the European cities of London, Stockholm and Milan to reduce traffic. In these cities, private vehicles must pay a fee to enter the “high-use” area of city center during peak congestion periods. These systems have been successful in reducing traffic. Congestion pricing in the Cottonwood Canyons could be implemented during peak traffic periods to reduce the number of private vehicles during peak use periods. Private vehicles would be required to pay a “congestion fee” to drive up the Cottonwood Canyons during said peak periods. Initially, this congestion fee may only be collected on weekends and holidays during the winter season (consistent with current traffic patterns). The congestion fee could be collected using the EZ pass system or possibly by an online system where a user purchases the fee on a computer or smart phone. Consideration should be given for waiving the fee for vehicles with high occupancy (3 or more passengers). The revenue collected from the congestion fee could be used to offset costs of the shuttle system. The congestion fee should be considered for Big and Little Cottonwood Canyon, but not for Mill Creek Canyon where a fee system is already in place.

The success of the shuttle system depends upon a “shift” in attitudes and behaviors of residents in northern Utah. A public outreach program would need to be put in place prior to the implementation of the shuttle system. Current public outreach programs on water conservation and air quality have helped raise public awareness about these important resource/environmental issues in Utah. The outreach program for the shuttle system would be designed to raise awareness about transportation issues in the canyons, the importance of people changing their behavior, as well as providing specific information on how the system works.

Bike lanes for safe cycling in the Cottonwood Canyons and Mill Creek Canyon need to be added. The addition of bike lanes may require some modification of existing roadways.

The existing two-lane road configuration, coupled with a reliable shuttle system provides a good solution to current and forecasted travel demands in the Cottonwood Canyons and Mill Creek

Canyon. A reliable bus/shuttle system would reduce the number of vehicles in the canyons and reduce congestion. The bus/shuttle system would also help alleviate the problem of limited parking in the canyons.

### **Conclusion**

We appreciate the opportunity to provide comments on these issues of great importance to our region. We remain very concerned about the implications of projects in the short term, dictating the long-term solutions. As such it seems the long-term plan (CC TAP) should inform the short-term solutions (LCC EIS), but the inter-relationship between behaviors and the natural environment don't appear to be fully understood or appreciated. As members of the Central Wasatch Commission (a partner in these projects) have suggested, we have one shot at getting this right. We couldn't agree more. We hope that these comments help clarify some of our concerns and perhaps persuade the decision makers that guide this process to take a hard look at many issues of substance, but also process design to ensure we are careful with the natural environment and finite resources.

The continual re-scoping of the LCC EIS, seems to make the point for the need of the CC TAP to become the primary focus and effort, prior to any proposal to make changes to the roadway.

We look forward to continued discussions and engagement, hopefully building broader consensus around these issues.

On behalf of the Save Our Canyons community,

A handwritten signature in black ink, appearing to read 'C. Fisher', written in a cursive style.

Carl Fisher  
Executive Director  
Save Our Canyons

Comment #735

Duplicate message, removed

**Subject:** LCC EIS Update - Save Our Canyons

From: **Carl Fisher** <[carl@saveourcanyons.org](mailto:carl@saveourcanyons.org)>

Date: Thu, Apr 11, 2019 at 8:34 AM

Subject: Re: LCC EIS Update \_\_\_\_\_

To: John Thomas <[johnthomas@utah.gov](mailto:johnthomas@utah.gov)>

Cc: Ralph Becker <[ralph@cw.utah.gov](mailto:ralph@cw.utah.gov)>, Jesse Dean <[jesse@cw.utah.gov](mailto:jesse@cw.utah.gov)>, Laura Briefer <[Laura.Briefer@slcgov.com](mailto:Laura.Briefer@slcgov.com)>, <[ckanter@slco.org](mailto:ckanter@slco.org)>, Mike Reberg <[mreberg@slco.org](mailto:mreberg@slco.org)>, Alex Schmidt <[alex@saveourcanyons.org](mailto:alex@saveourcanyons.org)> \_\_\_\_\_

John,

I've been working with a few on my board to better understand this.

Are you able to help us understand when the deadline for comments on this project is? Is this part of or separate from the LCC EIS? This email indicated that an updated NOI would be published in the federal register and provide for an additional 30 day comment period. Yesterday, the LCC EIS team sent out materials from the Open House stating any comments needed to be received by May 3.

Is May 3 the deadline for all of this? Or are there now multiple comment deadlines? This is all getting quite confusing for someone who not only trying to stay involved, but encourage others to do so as well.

While I look forward to your reply, I would like to provide you with this procedural comment.

The constant revising of scope and republishing of NOI's seems to be an indication that this is a very complex situation. In effort to help reduce the risk of challenges to this project, I would recommend that you put this EIS on hold until the CCTAP process plays out. Right now you are attempting to diagnose and resolve a problem, but you aren't looking at the entire system. To put this another way... If I'm not feeling well, but the doctor only looks at my extremities, ignoring my core, I should not trust the diagnosis.

The CCTAP, as I understand it, is attempting to analyze corridors of the Wasatch better understanding how all these systems work together. It makes more sense to prioritize this effort and roll it into a more broadly scoped EIS that includes Millcreek to LCC, and the numerous routes that feed these canyons.

I suppose to put my comment in the context of NEPA, I strongly believe your LCC EIS is lacking in geographic scope to adequately address the issues we are facing in the Wasatch. LCC is one of many arms of the Central Wasatch. This EIS must include analysis of the full system and the full array of pressures the area is facing. I also don't believe that there is consensus on the problems we are trying to solve, and that the EIS is morphing into an increase the visitor capacity and infrastructure of the Wasatch, ignoring that visitation & infrastructure, regardless of mode, is in fact the leading cause of degradation in the region.

We will submit more detailed comments in time.

Thanks,

Carl Fisher  
Executive Director  
Save Our Canyons  
ph: (801) 539-5333

[www.saveourcanyons.org](http://www.saveourcanyons.org)

[www.facebook.com/saveourcanyons](https://www.facebook.com/saveourcanyons)

On Apr 3, 2019, at 12:09 PM, John Thomas <[johnthomas@utah.gov](mailto:johnthomas@utah.gov)> wrote:

Hi Carl,

I have appreciated your valued input on the Little Cottonwood Canyon EIS and look forward to continued collaboration as the process advances.

As I have shared with you previously, issues related to regional mobility and equity between Little and Big Cottonwood Canyons indicated a need for a comprehensive look at transportation. UDOT adjusted the focus of the EIS to address the immediate challenges of Wasatch Boulevard, trailhead parking and avalanche mitigation in Little Cottonwood Canyon and is co-managing the Cottonwood Canyons Transportation Action Plan to address additional needs for both Little and Big Cottonwood Canyons.

I would like to provide you with an update on the status of the EIS in advance of the upcoming open house on April 9. As you may have been following during the last legislative session, UDOT was recently granted an additional \$13 million to fund the purchase of property at the mouth of Big Cottonwood Canyon to build a future transit hub. UTA, a project partner on the EIS, has been supportive of the discussion around future transit improvements and how the transportation system will accommodate those potential improvements.

Another recent development is the Wasatch Front Regional Council's 2019-2050 Regional Transportation Plan (RTP), which identifies roadway capacity improvements including an additional lane in Little Cottonwood Canyon and a need for transit improvements as part of Phase 3 projects (i.e., projects funded for construction in the 2041-2050 timeframe).

Because of these recent developments, UDOT will be including roadway capacity improvements in the EIS in order to evaluate the environmental impacts of proposed future transportation solutions. Moving forward, the EIS will identify and receive input on the appropriate use of an additional capacity lane.

As a result of the potential for roadway capacity improvements, UDOT will also be releasing a revised notice of intent (NOI) and extending the current comment period an additional 30 days after the new NOI is released. I will notify you when we anticipate the revised NOI to provide you time to look for that and prepare comments.

I realize that this adds a new dimension to the current areas of focus in the EIS so If you would like to get together and discuss this approach in greater detail, please let me know and we can arrange a time. In the meantime, continue to contact me with any questions, comments or concerns.

Thank you,

John H. Thomas, PE  
UDOT Project Manager

801.550.2248

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**Jesse Dean :: Deputy Director**  
[Jesse@cwu.utah.gov](mailto:Jesse@cwu.utah.gov) :: 801.518.7583

**Subject:** UDOT as lead agency - Norm Henderson

Norm,  
Thank you for your questions. I have included Brandon Weston from UDOT who will be able to assign the responses back to you.

Thanks,

John H. Thomas, PE  
UDOT Project Manager

On Thu, Apr 4, 2019 at 4:33 PM Norm Henderson <[\\_\\_\\_\\_\\_](#)> wrote:  
Hi John, was reading the draft coordination plan for the LCC EIS and found the following on page 1:

*As a result of NEPA Assignment, the Utah Department of Transportation (UDOT) is the lead agency (for more information, see the section below titled NEPA Assignment).*

The NEPA assignment section My understanding of the current USDOT NEPA regulations is that the federal agency along with the state implementing agency of NEPA would be co-leads. As I understand it, the USFHA can't just hand over its responsibilities to the state but will work with state to make sure its responsibilities are fulfilled. If this is correct, it might be good to explain this to the public a little more clearly.

Also, in the plan, it specifies on page 9 that the lead agency would be preparing the NOI. Yet the NOI specified in the federal register from March 3, was prepared/signed by FHA. This seems to be in apparent contradiction. I guess if the FHA and UDOT were co-leads then everything could be easily explained.

Thanks for your help understanding the foundational material for the LCC EIS.

Norm



June 11, 2019  
John Thomas, P.E.  
Project Manager – Little Cottonwood EIS  
Utah Department of Transportation  
2010 South 2760 West  
Salt Lake City, Utah 84104-4592

Re: Little Cottonwood Canyon EIS Process Concerns

Dear Mr. Thomas,

As members of the residential communities living near Little Cottonwood Canyon, we would like to continue our input to the Little Cottonwood Environmental Impact Statement (EIS) process with the attached List of Comments.

The signatories of this letter have met to discuss the current EIS process and have met in the past to discuss similar efforts such as those presented by the Mountain Accord. As a result of our recent UDOT EIS meeting we are presenting the attached List of Comments to efficiently communicate some of the common concerns and ideas discussed. We (signatories) do not represent all the residents in the area, and we reserve the right to comment on the EIS process individually in the future.

The attached List of Comments document is organized into three key areas to help distinguish fundamental issues, our position on key (proposed) concepts and additional comments that we feel should be considered:

1. Section I - Fundamental Concerns: This section addresses our comments regarding key issues with the current transportation needs and the EIS process.
2. Section II- Key Recommendations: This section summarizes our position (key recommendations) to specific alternatives that are implied as being considered with the EIS.
3. Section III - Additional Comments: This section summarizes additional comments that include other ideas and concerns that we have identified to this point.

Sincerely,

David Hart	Mark Gessel	Craig Osterloh	Susan Eixenberger
Michelle Hart	Debbie Gessel	Kimiko Osterloh	Fred Burton
Doug Vogler	Mike Day	Michael Nebeker	Marcia Burton
Susan Vogler	Carolyn Day	Nancy Nebeker	Scott Whipperman
Don Halverson	Craig Zimmerman	Monte Yedlin	Chris Poynor
Janeen Halverson	Renee Zimmerman	Mike Marker	Cory Clayson
Robert Grow	Kent Hogan	Susan Marker	Karl Sun
Linda Grow	Diane Hogan	David Eixenberger	Lisa Sun

## **Section I: FUNDAMENTAL CONCERNS**

We have identified several fundamental concerns with the current transportation conditions and the approach to the Environmental Impact Statement process. We have separated these out as a specific section of our comments because we feel it is essential to understand the current issues before considering solutions.

### **1. CONCERNS WITH ENVIRONMENTAL IMPACT STATEMENT (EIS) PROCESS**

We support the efforts of UDOT and others to begin an Environmental Impact Statement (EIS) study, approve related legislation and secure funding for future projects. However, we believe there are several fundamental elements missing from the current EIS processes. The following bullet points summarize our concerns with the EIS process and our understanding of UDOT's approach to address them:

#### **a) Expand the Time for Formal Comments:**

We believe the comment period should extend for at least 90 days from the publication of the latest NOI in the Federal Registry. Our basis for this is that the time allotted for public input is not proportionate to the complexity of the issues. Many individuals are still not adequately informed, or understand the EIS process.

#### **b) Widen the Community Outreach**

While we appreciated the open house done by UDOT on April 9th, it is our opinion that multiple open houses in different parts of the county are necessary. The projects being discussed in this EIS will be paid for by taxpayers from all over the county and state. With only 7% of Utah skiing, in some ways this benefits only a small part of the population. The rest of the population should also be notified and informed of how this will impact the use of tax dollars that could be spent elsewhere.

#### **c) Broader Area of the EIS Study**

We previously requested for the area (footprint) of the EIS to be increased to also include SR-209 along the south side of the canyon and west along 9400 South to the Park and Ride at 2000 East. Our basis for this request is that these additional areas serve as major transportation routes funneling and concentrating traffic to Little Cottonwood Canyon, which also include previously developed transit facilities. It is our understanding from UDOT's response that similar comments have been received from various groups and UDOT is considering revising the EIS boundaries. This is greatly appreciated.

#### **d) Consideration of Canyon Use Capacity**

We previously requested for the scope of the EIS to be expanded to consider overall user capacity and economics of the canyon, not just transportation needs. We feel they are interrelated with fundamental questions regarding the balance of transportation needs with economics, tourism, the responsibilities and needs of ski resorts and use capacity of the natural environment. It is our understanding from UDOT's response that the US Forest Service is already addressing the issue of recreational capacity and they feel there is adequate capacity remaining for recreational use. However, our concern remains that this number is not quantified, becoming an ever-moving target in the future. We would like to see

quantifiable measures of the limits of both transportation and canyon use capacities. We feel there are many other groups who share this philosophy.

In addition, we are concerned that this process has participants making uninformed recommendations regarding transportation options to BCC and LCC without consideration for the impact on and limitations of the environment and visitor experience. A study would identify the sustainable capacity of these areas and help guide transportation decisions. In addition, there needs to be public conversation on what the desired canyon experience should be. This is similar to the discussions currently going on at several National Parks where the increased volume of visitors has negatively impacted both the guest experience and the over natural environment.

#### **e) Confusion with UDOT LCC EIS and Central Wasatch Commission (CWC) Canyons Transportation Action Plan (TAP) Recommendation/Processes**

UDOT is leading an initiative to gather input for the LCC EIS and CWC is working with UDOT to gather input on the TAP. Logos and email letterheads for TAP and the EIS emails are very similar. Most people do not recognize that these are two different initiatives. There are differences in the scope and purposes of the two efforts and they have different online response portals. The April 9 Open House served both initiatives simultaneously. Maps portraying the EIS recommendations and TAP-related proposals (from earlier studies) were intermingled on the walls and on tables. No specific effort was made to separate these initiatives during the Open House. Response deadline dates were initially the same although the EIS later changed its cut off date.

It is not clear to the public how these initiatives relate and differ in what governmental jurisdiction they may have. The confusion between these branded efforts, their scope, purpose, use of data generated and reporting dates may impact responses in yet undetermined ways. There needs to be more clarity between these initiatives.

## **2. ELIMINATE GRIDLOCK and CONGESTION IMPACTING RESIDENTIAL ACCESS to HOMES**

Surrounding residential communities near the base of the canyon and Wasatch Resort experience difficulties accessing their homes during winter closures and heavy traffic congestion days. It is not uncommon to wait 1-2 hours to return home after a short trip to nearby schools, grocery stores, etc. This isn't just an inconvenience but a safety issue for emergency services and a logistical issue for school bus routes and mail delivery.

During summer months vehicles frequently park along SR-209 and within the neighborhood limiting access to individual homes while also creating safety issues for drivers, pedestrians and cyclists.

We feel there are several potential opportunities to reduce these access problems, including a variety of options such as: snow sheds, improved mass transit, tolling systems and improvements to the roadway. Additional discussion is provided in the Recommendations section of this document.

Many of these may be simple operational solutions that do not require environmental clearances to implement. However, we would like to have them considered as part of the EIS process as they may reduce the need for other more intrusive alternatives.

### 3. ADVERSE EFFECTS of PARKING STRUCTURE at MOUTH of LITTLE COTTONWOOD CANYON

The majority of nearby residents are opposed to the proposed multi-level parking structure at the mouth of Little Cottonwood Canyon.

A primary justification of parking lots and structures should be to promote the use of mass transit. Fundamentally, parking facilities are transfer points. As a result, transit and parking need to be considered together. We feel locations at the 2000 East Park and Ride and Big Cottonwood Gravel pit are better locations (see recommendations section).

We feel a multi-level parking structure at the mouth of Little Cottonwood Canyon is a poor choice for the following reasons:

- a. Functional Need: A multi-level parking lot at the mouth of the canyon would primarily be used to support bus transit ridership up Little Cottonwood. The existing parking lot already serves this purpose. This lot is only full during 10-20 peak winter days per year. There simply is not enough year-round demand (functional need) to justify an additional parking structure at this location.
- b. Parking Capacity: The area at the mouth of the canyon is limited and the number of stalls that can be added are a few hundred at most. The demand for ski resorts is estimated to be up to 12000 people per day. There are much better alternative locations with greater capacities that would serve this purpose.
- c. Concentration of Traffic: A parking structure at the mouth of the canyon would further concentrate traffic to an already congested area. Alternate locations that disperse traffic need to be considered.
- d. Air Quality: Placing a parking structure in the mouth of the canyon will increase idling emissions, impacting air quality as cars exit and enter the garages from a single roadway. It is likely that CO emissions already exceed EPA standards in our neighborhoods when hundreds of cars are idling waiting for the canyon to open. Any parking ramp will exacerbate this problem.
- e. Residential Access: The increased use of the parking structure would further increase traffic demands limiting access to the nearby residential communities.
- f. Canyon Characteristics: A multi-level parking structure at the mouth of the canyon would permanently change the character of the canyon and disrupt nearby trail systems.
- g. Traffic Safety: The traffic turning movements in and out of the parking area creates potential for more accidents with higher severity.
- h. Increased Crime: A multi-level parking structure would create a nuisance in a residential area attracting criminal activity such as drug use, graffiti and theft.
- i. Open Space: Constructing a large parking garage at the mouth of the canyon would be at the expense of current open space. Once used it is gone forever. We believe the lands at the mouth of the canyon would be better served for trails, city view parks and recreation.
- j. Historical Location Preservation: Land south of the LCC road from the mouth of the canyon where the Quarry Park is located up to Wasatch Resort is one of the most frequented historical sites within the state. Both the park and a trail up to Wasatch is heavily used. In addition, this land was gifted to the Forest Service by the Whitmore Oxygen Company with the stipulation that the area not be developed.

- k. Bike Safety: The mountain biking trail that goes through the historic Quarry Park is one of the most popular in the Wasatch front. Placing a parking ramp between the road and the creek will force all the bike riders to use the very busy road between a parking lot on the north and the ramp on the south.

#### **4. ADVERSE IMPACT on the ENVIRONMENT**

Residences at the mouth of the canyon have seen increased property damage from growing amounts of exhaust and plant life death from chemicals used in road snow removal. Therefore we are concerned with options under consideration that might directly or indirectly lead to increased vehicle use in the canyon. And any solution that results in an increased road width needs to have strategies that will mitigate the use of additional road salts for the increased road surface as well as for protecting the water supply in Little Cottonwood Creek.

We are also concerned that solutions will encourage increased summer visitation. Increases in uses in recent years have seen damage to trails, graffiti and noise levels that take away any sense of mountain solitude. We are literally loving our canyons to death.

#### **5. DO NOT USE ANY MOUNTAIN ACCORD DATA or CONCLUSIONS**

The process used by Mountain Accord (MA) was questioned as having violated Utah Open Meetings statutes during its existence and was subsequently challenged in a lawsuit. Meeting minutes were not published for all gatherings and some meetings were closed to the public. The decision process lacked full transparency and results in a lack of credibility. As part of the discovery process MA officials admitted that they did violate the Open Meeting law. If the process was flawed, the outcomes are likewise shaded.

Maps and concepts from MA other previous studies were presented in the April 9 open house. One MA concept presented was a LCC rail option even though it was not among the recommended options coming from general public participants involved in that study process. Flawed process, questionable conclusions brings indefensible recommendations.

#### **6. LOOK FIRST TO NO COST/LOW COST and LOW IMPACT SOLUTIONS**

Many of the solutions discussed in the EIS are high cost and high impact. Widening the roads to five or three lanes will come at great expense with great environmental and residential impact. In terms of reducing ski traffic congestion, there are a number of solutions that have little or no costs and a very small environmental impact. Two of these discussed later in this document include adjusting canyon closure time for avalanche control, and a Summit County Connect, which would come at no cost to the taxpayers. We believe these efforts should be addressed BEFORE major dollars are expended and major impact on the environment and residents are impacted.

#### **7. INCLUDE a COOPERATING AGENCY REPRESENTING RESIDENTS**

We would like the residents represented on the EIS by a Cooperating Agency. We believe that a member of the Transportation Committee being formed by the Granite Community Council should fill such a roll. This committee, made up of members from Community Councils from many directly affected communities, can assure that the voice of the residents is clearly heard during the EIS process.

## **Section II: KEY RECOMMENDATIONS**

UDOT's web page and Open House implies that several concepts and alternatives are already being considered. Of greatest importance to us are the proposed avalanche snow sheds, tolling systems, and a need for mass transit. In response, we have provided this section of our comments to specifically address our thoughts on these issues and others with the following Key Recommendations:

### **1. BUILD AVALANCHE SNOW SHEDS**

Canyon closures currently happen between 6:30am and 8:00am. When this happens a que of both employee and canyon guests starts to form as early as 7:00 am. This results in vehicle (cars and buses) backup that sometimes does not clear until 10am on powder or otherwise high volume visitor days. When closures are necessary, we recommend moving the start time up 1 hour minimum closing t to assist in moving vehicles up the canyon sooner.

We support and recommend the use of avalanche snow sheds at the top three avalanche risk areas on SR-210. We believe the snow sheds have the potential to increase the flow of traffic (level of service), improve avalanche related safety, reduce closure wait times and reduce winter operational costs to UDOT.

We think that the EIS should make the construction of snow sheds a top priority as the benefits of the snow sheds have the potential to reduce traffic congestion and reduce the need for other roadway improvements such as parking facilities or roadway widening.

The effectiveness of the snow sheds remains in the details. We want to be involved in the concepts, design, and aesthetic choices. Consideration needs to be given to future roadway widening and cyclists. We also feel strongly that the snow sheds need to have a good fit with the natural environment and historic characteristics of the canyon. There are opportunities to blend the exterior of the snow sheds with the natural canyon environment while using the interior wall faces to portray the rich history of the canyon (mining, rock quarries, recreation, etc).

### **2. ADJUST MORNING CANYON CLOSURE TIMES**

Canyon avalanche control closures currently happen between 6:30am and 8:00am. When this happens a que of both employee and canyon guest vehicles starts to form shortly before 7:00 am . This results in road backups that sometimes do not clear until 10am on powder or otherwise high volume visitor days. When closures are necessary, we recommend moving the start time up 1 hour minimum to assist in moving vehicles up the canyon sooner.

### **3. SUMMIT COUNTY CONNECTOR**

Several informal and formal studies have determined that up to 30% of winter guests visiting BCC and LCC, arriving by private vehicle, are originating from the Park City Area. Their travel on Wasatch Blvd contributes to the congestion impacting that corridor. We recommend that an alternative transportation modality be put in place that takes these vehicles off the highways and takes advantage of the close "backdoor locations" of Park City Canyons, Brighton and Alta. This reduction of motor vehicle use would have a positive impact on air quality and road congestion. And, as such, no widening of Wasatch Blvd

should be taken until after an alternative connector is in place and it is determined what the resulting traffic load is..

#### 4. VARIABLE PRICED ELECTRONIC TOLL SYSTEMS

We support the use of Variable Priced Tolling systems with Innovative Traffic Management Technologies and Policies that encourage mass transit and the efficient use of automobiles. Currently over 90% of traffic in the canyon is personal automobiles. Tolling systems could be used as leverage to encourage transit ridership while also generating revenues to help manage transportation needs in the canyon. Tolls could also be combined with HOV and transit exemptions.

The State Legislature and UDOT recently approved the use of tolling in HOV and high demand areas such as the Cottonwood Canyons. Tolling systems are low cost to implement and have minimal impact on the environment. The technology is proven will likely continue to improve with time. The tolling systems should consider the following:

1. **Variable Tolls Fees:** Toll fees should be variable, based on congestion (demand), with higher prices at peak times. Higher toll fees could be charged to gain a “Early Access” benefit, generating higher revenues from those willing to pay. Disney theme parks use this concept.
2. **HOV – Transit Exemption:** Tolls should be reduced or eliminated for transit and High Occupancy Vehicles (4 plus) as added incentives to use of these options. Consideration should be given to commercial (private) shuttle services during peak days, or to smaller, more frequent shuttle (Flex Transit) rather than large buses. Part of the problem is nobody wants to wait 30 minutes to ride a large crowded, slow UTA bus.
3. **Toll Reinvestment:** Toll Revenues should be reinvested back into the operational management and maintenance of the canyons instead of going to general funding.
4. **Incentives:** Tolls will likely be considered as a penalty. UDOT should also consider positive incentives that encourage transit use and HOV use. Incentive examples might include working with resorts to offer tram rides, room discounts, restaurant discounts, etc.

#### 5. WIDENING OF THE EXISTING TWO LANE ROADWAYS

We support the discussion of alternatives to improve the existing roadway geometry to provide additional capacity, safety and residential access. Available options include: center (median) lanes, multi-purpose shoulders, and climbing/passing lanes, and that could be used in key areas. These options should be considered individually and collectively.

We feel the characteristics and needs at the mouth of the canyon (SR-209) are different than those within the canyon (SR-210). Alternatives and solutions need to be considered as individual segments, spot improvements, and collectively as they influence each other. The roadway widening approaches should consider related factors such as peak traffic demand/capacity, vehicle storage during closures, and minimizing impacts to the canyon itself.

We support roadway improvements that also consider, promote, and encourage transit usage. For example, roadway geometric improvements could include a dedicated lane reserved for bus, UTA Shared

Van and other HOV travel. It could be further leveraged in conjunction with express tolling during early mornings of prime ski days. The outside uphill lane could be used to stage private cars during closure periods. Priority access should be considered to bus and van movement prior to releasing any staged cars.

- a. **14 ft Wide Median Lane (Express/Bus/HOV):** We support the consideration of a 14 ft wide median center lane that could be used in the canyon and the roadways approaching the canyon. This lane could potentially be used as an HOV, bus, or reversible lane (am/pm peak demand days). Specifically, we feel that consideration should be given of an additional center lane capacity up to Gate B, if not further. This would allow for vehicle storage on closure day backups, while also allowing local residential access. The purpose of this 3rd lane would be to reduce congestion and increase safety and efficiency of vehicle travel, not to increase the volume of visitors or vehicles.
- b. **Multi Use Shoulders:** We support the consideration of adding shoulders along SR-209 (segment from Wasatch Blvd to the intersection with SR-210). This section of roadway experiences mixed residential, bicycle, pedestrian and trail access use. We feel the shoulders could be improved and used for winter vehicle storage during closures, and as bike lanes during the summer months. Sections of the roadway have already been set aside as development has occurred, but lack continuity. Consideration of multi-use shoulders could be considered without or without other alternatives such as center median lanes.
- c. **Passing/Climbing Lanes:** There are areas within the canyon that have steep grades, reducing the speed of buses and heavy delivery trucks. If other alternatives such as a median lane and shoulders are not selected, then consideration should be given to spot improvements with passing/climbing lanes, guardrail and other improvements. These could help to improve overall traffic flows and safety, reducing congestion at the bottom of the canyon.

## 6. DEVELOPMENT of a TRANSPORTATION HUB (94th SOUTH and 20th EAST)

We request the EIS to evaluate further development of the existing Park and Ride near 2000 East and 9400 South. This includes the potential of a larger parking structure at that location, if justified. UDOT and UTA promoted the development of this site several years back. Consideration should be given to reviewing what works, what doesn't, and how to improve on it.

We recognize that mass transit and parking need to be considered together. Promoting a multi-level parking structure at the mouth of Little Cottonwood without questioning the feasibility of existing facilities or mass transit does not lend to the credibility of UDOT or the EIS process. A primary objective of the EIS should be to find ways to increase the efficiency of the existing transportation system. *The goal should not be to increase the number of cars going up the canyon but rather to find more efficient ways to move people up and down the canyon.* We also believe there are opportunities to look at the behavioral aspects of why people will or won't ride mass transit.

There are numerous factors that support improvements at the existing 2000 East Park and Ride:

- a) **Previous Studies and Approvals:** UDOT and UTA (previous studies) recommended, funded and built the Park and Ride site at 2000 East and 9400 South. This site does not require the same level of environmental clearances to improve as the Cottonwood Canyons.



- b) **Credibility:** The entire credibility of the EIS and new alternatives (parking structures) would be in question if UDOT/UTA does not address previous improvements that were studied, justified and built including the 2000 East Park and Ride.
- c) **Existing Property:** This existing Park and Ride site already does not require additional property (Right of Way) purchases or zoning changes. This will reduce design and construction costs.
- d) **Innovative Technologies:** The existing site could be improved to accept innovative technologies, message boards, tolling information, waiting areas along with other communication tools providing incentives to ride Flex Vans or carpool up the canyons.
- e) **Other Transit Uses:** The existing Park and Ride could be expanded to not only provide bus service to the canyons, but also become a TRAX access point downtown, airports, universities, sporting events, etc.
- f) **Traffic Dispersion:** The 2000 East site disperses traffic away from the canyons rather than concentrating it.
- g) **Flex Shuttles:** The 2000 East Park and Ride could easily handle a larger frequency of smaller Flex Shuttles and commercial shuttle buses rather than large buses and cars.
- e) **Information Waiting Area:** Similar to vehicle waiting areas at the airport, this site could be used with message boards that give updates on the closures of the canyons. Notices could also be given to first priority transit and HOV up the canyon for those who ride buses/shuttles.
- f) **Transit Oriented Development:** The 2000 east location could be improved to promote a more transit friendly development whereas the mouth of the canyon site can't. Concepts such as indoor waiting areas, food trucks, restaurants, coffee shops, could all be used to encourage transit ridership.

### **Section III: ADDITIONAL COMMENTS FOR CONSIDERATION**

We have identified several ideas that we would like to share as Additional Comments. These are in addition to the previous sections that provide Fundamental Concerns and Key Recommendations:

#### **1. TRAFFIC MANAGEMENT SYSTEMS**

UDOT currently uses law enforcement, variable message signs and traffic cameras as a few of the available tools to manage traffic in in the canyon. We recommend that improvements be made to enhance these systems with additional and innovative technologies. These systems help to gather and share "real time" traffic information. Additional traffic cameras, message signing, radio, text messaging, and cell phone GPS location data offer potential improvements. Specific ideas include:

- a) **Additional Message Signing:** could be placed at intersections and in advance of where traffic backups occur so that drivers can make decisions before they reach the gridlock.
- b) **Larger Areas Radio Notifications:** could be used to notify drivers earlier.
- c) **Improved Cell Phone and Texting Apps:** to notify drivers and residents.

- d) **Pilot Cars:** We suggest the use of pilot cars winter during road closures could be used to help access the affected residential areas. Pilot cars have proven to be effective in construction work zones, and should be considered for closures and incident management situations.
- e) **Law Enforcement – Incident Management Logistics:** We feel the placement of additional law enforcement or UDOT Incident Management crews at the beginning of the traffic queues could be used to screen and manage traffic (traffic screening) at beginning of traffic queues rather than just at the bottom of canyon. Currently residential users have no way of communicating with law enforcement to access their homes, and also the recipients the frustration of other motorists who perceive them as cutting in line.
- f) **Help Number:** Provide local residences with a dedicated contact phone number. This number could be tied in with existing UDOT Incident Management and Traffic Operations Center to improve access for local residents, school buses, and emergency services.
- g) **Innovative Technologies:** UDOT should consider the use of innovative technologies such as vehicle electronic recognition GPS Identification and tracking systems that could be used to gain access.
- h) **Roundabouts to Manage Traffic:** We recommend the use of roundabouts at key locations. The roundabouts could be beneficial in helping law enforcement to redirect traffic during closures and emergencies, while also improving the safety of the intersections. The roundabouts could also become visual landmarks (gateways) separating urban areas with the environmentally sensitive canyon. Specifically, we feel roundabouts should be considered at the following locations:
  - Intersection of SR-209 and SR-210.
  - Mid-Canyon (Gate B).
  - Intersection of SR-201 and Wasatch
  - Intersection of SR-209 and Wasatch.

## 2. EXISTING BRIDGE IMPROVEMENTS

In addition to the transit, roadway, and other improvements, we feel there are needed improvements to the bridges in the canyon. The funding set aside by the Legislator should be considered for these needs, and therefore should be reviewed under the EIS, so that separate clearances are not needed. We recommend improvements to following bridges in the canyon.

- a) **Old Stone Bridge:** The old stone bridge at the mouth of the canyon should be preserved as a historical feature. However, it is narrow and does not allow for safe pedestrian and cycling traffic. We would like to see pedestrian bridges (that match) to the sides of the existing stone bridge.
- b) **Wasatch Resort Bridge:** The bridge crossing Little Cottonwood Creek into Wasatch Resort has extensive scour, load capacity, and geometric issues. Consideration should be given to the rehabilitation or replacement of this bridge.

- c) **Pedestrian Under crossings:** There are numerous areas in the canyon, where pedestrian traffic crosses the roadway, creating safety issues. An example of this is at the existing parking lot, where people cross the road to access the Quarry Trail. We recommend the consideration of pedestrian under-crossings at the mouth of the canyon and elsewhere up the canyon.

### **3. OPEN SPACE BOUNDARIES**

There are remaining open space areas at the mouth of the canyon are quickly being developed for residential and other uses. Once developed, the open space is gone forever. Part of the EIS process should include broader land use and zoning discussions. Establishing natural boundaries for open space should be a priority. In particular, the land at the north side of the bottom of the canyon should be considered for open space, city view parks, trails, or recreational use.

We find it surprising that in this state we have in place many formalized plans to anticipate the impact of growth on scarce resources. For example, we have a water strategy plan, clean air initiative, land use/development plans and transportation plans. Yet where is the plan to not only preserve what we have but to add to the outdoor recreation alternatives that need to be available to meet the increased demands of a growing population? We recommend that state agencies put as much energy and resources into developing additional open space recreation alternatives as they do advertising Utah as a place to visit.

#### **4. ENVIRONMENTAL AND HISTORICAL FIT**

We recommend that all improvements to the canyon infrastructure and transportation systems include consideration for unique natural, historical, and wildlife characteristics of the canyon such as the Historic Temple Quarry and creekside trail previously identified.

#### **5. AMERICAN FORK CANYON BE OPEN UP FOR ACCESS TO LCC RESORTS**

More and more traffic is coming from Utah County to the ski resorts. At the same time, the ski resorts are expanding use into American Fork canyon. Consideration should be given to providing transportation access to the ski resorts through American Fork Canyon. This could include consideration for cars, gondolas, rail, etc. The EIS, UDOT, ski resorts, Utah County, and Forest Service should be exploring the issue.

#### **6. DEVELOPMENT OF PARKING STRUCTURES AT ALTA AND SNOWBIRD**

There has been some suggestion for building larger parking capacity at the ski resorts rather than the mouth of Little Cottonwood Canyon. This does nothing to reduce congestion in the canyon funnel. The ski resorts need to take responsibility in helping to solve the transportation problems by continuing to advocate and incentivize public transit and carpooling use. Further, we are opposed to spending public funds that directly benefit specific private business who should be shouldering impact of their marketing efforts to bring more people to their destinations.

# SAVE OUR CANYONS

Thursday, May 2, 2019

Dear Central Wasatch Commissioners:

I am growing concerned about the realization of projects and priorities that CWC has already made a priority. In the absence of accord, gridlock will perpetuate itself through discord. As such, I have attempted to sketch out an action plan and prioritization of projects in the region, acknowledging their inter-relationship with the environment. There is a necessary order of operations we must follow to get to the right answer. As you have all said in the past, we have one shot to get this right. I couldn't agree more.

Just as I learned in mathematics, if you have a complex equation, you must adhere to a standardized order of operations. I was taught the mnemonic, "Please Excuse My Dear Aunt Sally" to inform solving this problem:  $Z(A+B)^X / Y(C-D)$ . Some of us might lobby to do the subtraction first, others to start somewhere else, but there is really only one correct way to solve the problem.

This is a proposed re-structuring of your already agreed to list of priorities that I believe will put us all on a path toward success and sustainability in the Wasatch. Following this structure, I believe we can build the necessary capacity, streamline effectiveness and bring the core group back together to support consensus agreements. It should not be on any one of us to help accomplish these objectives, it should be on every one of us, working in trust and good faith, for the Wasatch, the community and the broader public whom we and will benefit from these actions.

**1. Affirm Mountain Accord (May-June 2019)**

The Mountain Accord serves as a multi-jurisdictional Master Plan for the Wasatch. In the absence of an accord, we have discord. While the document is still quite new and relevant, we would be naïve to think some things might change. A process by which modifications can be made to reconcile issues that fundamentally alter keeping accord amongst parties, should be implemented.

- **Action:** Resolve to only support actions that are in keep with the accord or amended accord. This will communicate to a confused public the vision/trajectory we should rally behind.

**2. Prioritize legislation (June – July 2019)**

Legislation directing the creation of a new management plan around the consensus goals of the accord and protecting values that can only be compromised by other actions of the Mountain Accord, is a crucial, foundational step. If we can enact legislation to get transportation and the lands bill working together, as they should, as two critical and inseparable systems, we'll be better set up to get to work on both short and long-term solutions. Currently, transportation (USDOT) and resource management (USDA) exist in separate silos and the interrelationship of how the two affect and interplay is often lost.

Legislation directing that collaboration for the benefit of the value at risk of being lost, the environment, should inform transportation. Transportation should be a tool to achieve our vision, not an objective in and of itself.

- **Action:** Make decisions on outstanding issues with legislation and release draft.
- **Action:** Make formal request for congressional introduction.

### **3. Cottonwood Canyons Transportation Action Plan (CC TAP) (May 2019)**

Once the legislation is passed and a management plan is being worked on (which establishes vision, goals and objectives for the region) the next most important step should be a comprehensive analysis of options that will help us reach that vision. The CC TAP will allow the community to awake their inner transportation expert. We have one shot to get transportation right, we should retain the options that lead us toward our collective vision, throw out ones that detract from that vision and move on. If this were to become more of a priority, it could be rolled into the legislations management plan, making it easier to realize than taking the current, siloed approach.

- **Action:** CWC needs to make request to UDOT to make CC TAP a higher priority so that it can be rolled into the designation management plan.
- **Action:** CWC needs to help ensure if the LCC EIS cannot

### **4. Complete Environmental Dashboard (Dec 2019)**

The Environmental Dashboard was one of the first projects of Mountain Accord. It is still not complete and it needs to be. This is an important deliverable that will not only inform other processes, but also demonstrate that the CWC can accomplish its objectives. Seems you might be on track to do this.

### **5. Carrying Capacity (or whatever you want to call it) Analysis (Aug 2019)**

Capacity is inextricably linked to both transportation (modes and alignments) and resource condition. There is benefit in being informed in this regard and a capacity study is worth undertaking. In the absence of this we are only guessing about the extent of the damages to the natural environment, watershed, and wildlife, for example. Numerous plans acknowledge the significant impact visitation has, generally, but there has been resistance to better understand that relationship to aid in the decision-making process. For example, if we are looking at putting modes up the canyon that transport 5,000 people per hour, but our capacity in the canyon is only 10,000, that mode might be overkill as capacity would be exceeded in 2 hrs.

- **Action:** Take recommendation from CWC Stakeholders to complete Visitor Capacity analysis and allocate funds.

### **6. Initiate EA for short term improvements (re-scope in April 2020)**

Once we have a better understanding of the environmental conditions, capacity of our canyons and the CC TAP process has identified acceptable projects, it is time to initiate NEPA. Part of the concern we are hearing with the current EIS is that many of the projects fundamentally change the canyon, of which might be unnecessary if the CC TAP, or other informative processes, decide we should have full service mass transit (i.e. no cars for general public, with a few exceptions). A transit based system vs a car based system in the canyons require very different infrastructure regimes to support. NEPA is a great decision making framework that discloses environmental impacts, but if you don't ask the right question, it doesn't help you get the right answer. NEPA is not a great planning tool, though it can help evaluate the merits of projects in a plan. The LCC EIS before the CC TAP plays out is putting the cart before the horse.

➤ **Action:** Prioritize CC TAP EIS so that the LCC EIS can be done as an EA.

**7. Funding for stewardship, broadly supported projects** (on-going, all the time)

This needs to be a top priority. Projects should be identified along with the associated costs. A project pool could be evaluated by the CWC Stakeholders group to aid in the prioritization of projects, screened against vision/trajjectory in #1 above. Identifying and prioritizing and scheduling these projects could help all partners in the region identify additional funding to help take care of what some might call the low-hanging fruit, like:

- Land inholding acquisition
- Establishment of a special service district reserves portions of monies generated for consensus projects
- Engineering and design of the Bonneville Shoreline Trail
- Scientific analysis to fill data gaps in Environmental Dashboard
- Wetland delineations
- Watershed & habitat restoration
- Fuels reduction projects
- Interpretive signage

Help to implement projects identified by other collaborative work groups that are meeting (USFS stakeholder group, Wasatch Legacy Partnership, Parks and Rec, etc).

Please let me know if you agree with this prioritization. After much discussion with folks involved immediately or invested in the successes of the CWC, and significant contemplation of the needs, it seems this is a logical and attainable course of action. We are happy to discuss this with you or understand better how another restructuring might make more sense.

We need bold leadership right now to help shape the pressures facing this region, before it further shapes us in undesirable ways.

Thank you in advance for your leadership and consideration,



Carl Fisher  
Executive Director  
Save Our Canyons

March 2019

A Mass Transit Solution for Little Cottonwood Canyon (“the Canyon”)

A CONCEPT

Problems which must be addressed:

1. Current excessive use of single vehicle transportation (Privately Owned Vehicles: **POVs**) to access year-round recreation destinations in the Canyon;
2. An existing traffic congestion situation in adjacent neighborhoods;
3. Idling pollution increase in the neighborhoods and in the Canyon;
4. Roadside parking congestion problems in many locations up Canyon;
5. A proposal to accompany a Canyon gondola system with a large, multi-story parking facility at or near the Canyon entrance (aka “Mouth of The Canyon”) which would exacerbate the existing neighborhood traffic congestion problem as well as being a major visual intrusion into the viewscape of the Canyon entrance;
6. A proposal to construct a multi-story, inter-modal transit hub (**Hub**), which is also proposed in this Concept, but would also become the gondola system base station. This would entail stringing a high risk 3 mile long portion of the gondola line over a large residential area, at a significant increase in system cost and privacy issues. Residents of a home which would be near or under this cable line have expressed a vehement “NO WAY!” to it. They consider it a high safety risk among other negative attributes.

This Concept proposes an approach based upon a detachable gondola ropeway and electrically powered passenger vehicle (**EV**), eventually autonomously operated. (A “Ropeway is defined as a transportation system for materials or people, used especially in mines or mountainous areas, in which cars are suspended from cables, one of which, the haul rope, is driven by a powerful motor.”

[Wikipedia])

- A high-speed passenger-carrying **Télécabine-type** gondola ropeway from the Canyon entrance up to the Alta Ski Lifts property in the Town of Alta, with intermediate stations at Tanners Flat Campground, White Pine Trailhead and Snowbird Resort Center, would directly address the daily, year-round demand for non-POV passenger transportation in the Canyon. One ropeway curve station would be needed to accommodate the structure of the canyon and must also be the passenger station at the Tanners Flat USFS Camp Ground where there’s a bend in the canyon itself.
- A unique support system would be required to use this ropeway as proposed below because passengers must have access to the ropeway **Base** station with as little adverse impact upon the local community (“The Granite Community” is located in Salt Lake County, Cottonwood Heights City and Sandy City) or the natural beauty of the canyon entrance,



Therefore I propose:

- Building upon the University of Utah study in which it was recommended that a **HUB** be located at the intersection of South Little Cottonwood Road (SR-209) and Highland Drive (S 2000 E) in Sandy City with parking facilities for a large number of POVs. (**HUBs** might also be considered for other locations, such as at the “Gravel Pit” in Cottonwood Heights City.)
- Passengers would ride **in the same gondola Cabin** from the **HUB** to the ropeway **Base** terminal in which they will ride to their Canyon destinations.
- Cabins would be carried on electrically-powered (**EV**) truck-type “Transporters” - equipped to safely carry them on public roads. An eventual goal is for Transporters to be autonomously controlled.
- Transported cabin units would offload onto & reload off the cable at the **Base** station.
- Incoming transporter/cabin units would, if necessary form a short (3 or 4) queue; other units loading at the **HUB** would be held there until there was space available in that **Base** queue. This method would eliminate Units from contributing to local traffic congestion.
- The Transporter method would eliminate the need for passengers to change modes (such as with bus shuttles), thus leaving them to just enjoy the ride. Transporters would use SR-209 and coexist with “normal traffic” thereon. (Traffic control signals would probably be needed at the intersection of SR-209 with SR-210.)
- The Transporter system could be considered for use to transport passengers to the LCC Gondola from other locations.
- A low Gondola/Transporter system ticket cost and convenience should encourage its use.
- The Gondola/Transporter systems approach could be applied to other traffic-constrained special use locations.
- Cabins must be detachable from the ropeway cable(s).
- Cabins must have the capacity for a (TBD) number of passengers with their recreational equipment such as duffels, picnic baskets, skis & snowboards, etc.
- At least two types of Cabins or one “convertible” type should be considered for year-round use. Cabins could use a heater in winter and open windows in summer.
- The quantity of Cabins required for this use would need to be determined by an estimate of the peak number of canyon travelers and the (TBD) carrying capacities of the ropeway, cabins and the transporter.



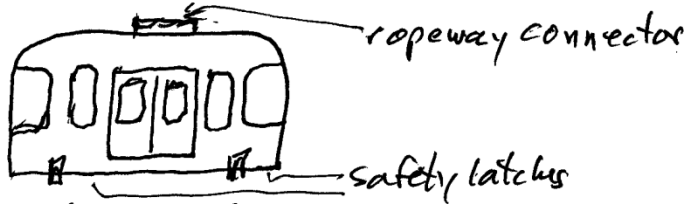
Transporters would have to be manufactured as EV pickup-type trucks with a framework which would latch onto and hold the gondola pod for the trips to & from the ropeway base. Cabins would be placed upon these trucks and stored in the **HUB**. Autonomous control of the transporters should be implemented as early as possible in the life of the system.

Passengers would board Cabins only at the **HUB**, transported to the **Base** where the Cabin would then be detached from the Transporter as part of the process of being coupled onto the cable for the uphill trip. Downhill Cabins would be attached to an awaiting Transporter and detached from the cable at the **Base**, then returned to the **HUB** for off-loading - a calculated, measured and controlled circulation between the **HUB** and the **Base**.

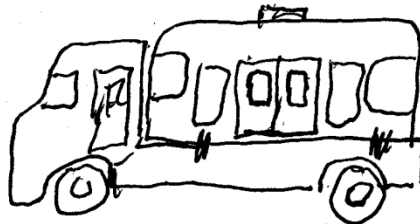
Reference: [gondolaproject.com](http://gondolaproject.com)



'Smart' Electric Pickup Transporter



Gondola Cabin



Gondola on Transporter  
Cabin a

June 13, 2019

Utah Department of Transportation  
Little Cottonwood Canyon Draft Environmental Impact Statement

This letter is in response for comments regarding the Draft Environmental Impact Statement for Little Cottonwood Canyon road. I am Dave Andrenyak I am a resident of Salt Lake City, Utah for over 30 years. I have been an active hiker, nordic skier, snowshoer, and volunteer in the Central Wasatch Mountains for over 25 years. I recognize the increased number of recreation visitors to the Central Wasatch and the need to reduce traffic congestion at corridors such as the Little Cottonwood Canyon (LCC) Road. I appreciate the Utah Department of Transportation (UDOT) efforts to address this issue.

I agree that the improvement to S.R 210, avalanche actions, and improved trailhead parking are needed. It is good that the process will keep parking levels at the levels of year 2000. I think that any large expansion of parking areas in Little Cottonwood Canyon will have the potential to adversely affect the environment and the water quality (water from LCC is an important source for water used in the Salt Lake valley). The natural mountain character of LCC needs to be preserved.

In the developing proposed alternatives for LCC travel, I suggest that a plan that increases year round mass transportation utilizing buses be considered. Private motor vehicle use in LCC (as well as Big Cottonwood and Millcreek canyons) should be restricted. To develop this plan, Utah State government, local municipalities, transportation agencies such as the Utah Transit Authority (UTA), and private enterprises such as ski resorts need to work together on this. This plan would require the construction of large parking areas in the Salt Lake valley. The south rim of the Grand Canyon and Zion National Park are examples of this type of travel system. I am willing to use such a bus system and pay for my share of using it. This plan will effectively and efficiently use the existing LCC transportation corridor and would not require large-scale construction in the environmentally sensitive LCC.

Thank you for your efforts to address this critical challenge and thank you for considering my comments.

Respectfully

*David M. Andrenyak*

David M. Andrenyak

David M. Andrenyak

David R. & Penelope L. Smith

Comment #743

[littlecottonwoodeis@utah.gov](mailto:littlecottonwoodeis@utah.gov)

UDOT

Dear sir or madam:

Thank you for the opportunity to comment on the Little Cottonwood EIS and on canyon transportation in both Big and Little Cottonwood Canyons. Due to a variety of factors (a great snow year and the effects of the IKON pass among them), trying to get up the canyons to ski this past winter has not infrequently been a “nightmare”. After years of suspecting that the canyon highways and available parking were rapidly approaching their maximum capacity, we clearly reached that point this season. As active skiers and year-round canyon users, we have some thoughts regarding the transportation changes being considered in the EIS. Thank you for considering our input.

### **Background**

I (David) grew up in Murray, and with minor exceptions have lived in the Salt Lake Valley all of my life. I was introduced to the Wasatch Mountains and the local canyons on numerous family outings starting as a young child. By the time I was in my teens, I had developed an interest in hiking, rock climbing and mountaineering. The trails, rock walls and peaks in the local mountains became my frequent playgrounds. I served as the mountaineering director for the Wasatch Mountain Club in the early 70s and was the author of Wasatch Granite—a Rock Climbing Guide, which was published by Wasatch Publishers in 1977. This was an early guide to the climbs in Little Cottonwood and Bell’s Canyons as well as the Lone Peak Cirque.

I started skiing the winter of 67/68 and was very active in back-country and cross-country skiing as well as down-hilling at the local resorts.

Penny moved to the Salt Lake area in 1973, and was involved in many of these same mountain activities. We met through the Wasatch Mountain Club, and have shared outdoor activities since the mid-70s. Most of our skiing is now done by riding the lifts at Alta, (nearly 30 days so far this season). We no longer climb, but hike frequently once the ski season ends, often in Big or Little Cottonwood.

Several years ago, we committed to using the ski bus whenever possible and have used it some 26 times this season. Thus, our comments concerning it are based on fairly extensive experience as actual bus riders. We speak as long-time year-round recreational users of the canyons.

It seems as if there have been canyon recreation studies and/or “master plans” going on (almost continuously) for many years. The current EIS is an outgrowth of The Mountain Accord. Indeed, according to The Mountain Accord website, they found “more than 80 studies and reports” had been done prior to it and were source material for it. The number of past studies - and the apparent need for new ones - could easily justify a conclusion that none of them have been particularly effective! Clearly, we have studied the problem to death: what we need is to implement recommended actions in a timely manner. The near “crisis” this past winter indicates that we no longer have the luxury of planning for “sometime in the future”. We need improvements that can be implemented **now** (or in the very near future). Focusing efforts on futuristic “pie in the sky” ideas will only divert us from potential actions that can improve things (even if only incrementally) **immediately** or in the next few years!

### **Current Situation**

#### **Winter/Spring**

This past winter clearly demonstrated that the carrying capacity of the highway in Little Cottonwood and the number of parking spaces at Alta and Snowbird were inadequate to serve the needs of would-be users on many days—particularly “powder” days. Cars were frequently parked on the side of the road (sometimes illegally) contributing to the congestion. The situation was frequently similar in Big Cottonwood. The hours spent as part of the “red snake” getting to or from the ski areas was an all too frequent part of most users’ days. Further, road closures for avalanche control result in traffic back-ups that adverse impact access to local neighborhoods in Sandy. Clearly this is not a sustainable state of affairs!

#### **Summer/Fall**

Road congestion is almost as bad in summer/fall—in fact, it may be worse in Big Cottonwood than in the winter! The lack of adequate trail-head parking at the numerous trail-heads results in cars being parked on the roadside (not infrequently for miles above and below the particular trail-head). This is a common occurrence in both canyons on most weekend days. It results in major congestion and compromises highway safety.

#### **Goals**

Ideally any changes to canyon transportation should work for all user groups. This would include not only recreational users (skiers, snowboarders, snowshoers, hikers, climbers, sight-seers, and cyclists, etc. but canyon residents as well. As recreational users account for by far the majority of canyon use, exceptions to changes targeted for them will likely be necessary for canyon residents, but these should be relatively easy to implement.

## Suggestions

### Winter

Likely the least expensive and quickest changes to implement involve reducing the use of private vehicles in the canyons! Fewer cars on the highway will result in less congestion and less demand for parking spots. Increased use of mass transit seems to offer the most expedient and most effective “bang for the buck”. The limited success of the various ski area programs to give parking priority to multi-occupant vehicles has demonstrated the difficulty of getting users to change long-established behaviors. It seems that users won’t willingly give up their private cars until it becomes either too expensive or inconvenient for them to do as they have “always done”. Thus, either charging a toll for road use or charging for parking may be required to get the change in behavior that we need. However, collecting these fees would in and of itself require additional infrastructure and may result in longer travel times.

Another possible option (which might be easier and quicker to implement) would be to make the use of mass transit a more convenient option than private cars. Private vehicle use could be restricted to only cars with four (or more) occupants between 8:00 and 10:30 am. This would both reduce the number of cars in the canyons during the morning “rush-hours”, and also provide an incentive for the “powder-hounds” to ride the bus. Enforcing this restriction would require a quick visual check of each vehicle (at the mouth of the canyons), but this would also allow checking to insure that each car is in compliance with existing tire/chain requirements. While performing this check would take time, it could actually reduce actual travel time by eliminating vehicles with inadequate tires that frequently get stuck.

Bus service should be convenient and economical. To this end, we need “express” buses to the ski resorts (at least during the peak morning hours). This would result in faster transit times by eliminating Alta skiers having to sit through four stops at Snowbird. Further, designated “bus only” lane(s) in both canyons would allow the bus to travel potentially faster than the speed of private vehicles, making it even more attractive to potential riders. Additional buses should be scheduled as demand develops. Increased bus use may require expansion in the size of the existing Park & Ride lots—however, we board the bus at the 9400 S 2000 E lot and have never seen it even close to full!

While these suggestions focus on getting users up the canyon in the morning, the reduction in the number of cars coupled with the greater use of mass transit should result in a reduction of the “red snake” going down canyon as well.

The proposed snow-sheds for Little Cottonwood should be built as soon as possible—this would result in significantly fewer road closures for avalanche control. Finally, there should be **no** expansion of ski area parking lots! If these changes are implemented and successful, we should not need more parking spaces.



## **Summer**

A **year-round** bus system should be established. Due to the numerous trail-heads in Big Cottonwood; this will require more extensive road modification (for bus stops) than will be required in Little Cottonwood. However, the wider nature of Big Cottonwood Canyon should make this possible.

The same time and occupancy restrictions for private vehicles as in winter should be maintained (or the hours even extended). The summer goal should also be to get users out of private cars and onto the buses. Finally, very few (if any) additional parking spots should be constructed.

## **Conclusion**

Changing the majority of canyon users from using “low occupancy” private vehicles to mass transit offers the most economical and most expedient to implement improvements to the current transportation “over-load” in both Big and Little Cottonwood Canyons! It does this without imposing new tolls or parking fees. Finally, it still allows canyon users to continue to use their low occupancy private vehicles, it only restricts the hours in which they can do so! It will also reduce congestion and pollution in the canyons and potentially increase highway safety. Finally, it would not require massive investment in expensive new infrastructure which would have adverse visual impact.



**Friends of Alta's Comments on Scope of Proposed Environmental Impact Statement for Little Cottonwood Canyon**

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**Friends of Alta**

PO Box 8126  
 Alta, UT 84092

Kyle Maynard, Executive Director  
 (801) 742-9719

Friends of Alta [FOA] was founded in 1983 to protect Alta from the threats of development. At that time, we were called the Alta Defense Fund and though our name has changed the constant pressures to develop our corner of the world have not ceased.

Transportation has long been a focal point of conversations on how to “fix” the Cottonwood Canyons. UDOT has been tasked with an admittedly daunting task. NEPA requires UDOT prepare an Environmental Impact Statement [EIS] providing evidence and justifications to the decisions to be made by UDOT. An EIS requires an in-depth examination of the proposed project; the proposed projects direct and indirect impacts; and all feasible alternatives.<sup>1</sup> “[I]t should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public.<sup>2</sup> In the examination of the proposal and the alternatives, the EIS shall “include discussions of: Direct effects and their significance; and Indirect effects and their significance.<sup>3</sup> A direct effect are those “caused by the action and occur at the same time and place [as the action].”<sup>4</sup> Indirect effects are “caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.”<sup>5</sup> “It must be remembered that the basic thrust of an agency’s responsibilities under NEPA is to predict the environmental effects of a proposed action before the action is taken and those effects fully known. Reasonable forecasting and speculation is thus implicit in NEPA, and we must reject any attempt by agencies to shirk their responsibilities under NEPA by labelling any and all discussion of future environmental effects as ‘crystal ball inquiry.’”<sup>6</sup>

The Central Wasatch Commission [CWC] is tasked with implementing the Mountain Accord – the non-binding community-based agreement that laid out a vision/plan of the future of our Cottonwood Canyons. As a signing member to the Mountain Accord, a concerned party, and a party with standing, FOA fears the proposed EIS is focused only on transportation and the highway without considering the effects on the Cottonwood Canyons. If the CWC does not intervene and require a Visitor Capacity Study (VCS) as an integrated part of the EIS as detailed and supported by the Stakeholder Council, we may end up with a \$66 million-dollar irreparable folly and an even more expensive harmful mistake. FOA’s primary concerns are the environmental impacts of “improvements” to our canyon’s transportation and maintaining the character of Little Cottonwood Canyon. Those concerns can be boiled down to two concepts: type of transportation and capacity of the canyon.

<sup>1</sup> See 42 U.S.C. 4332(c)

<sup>2</sup> 40 CFR 1502.1

<sup>3</sup> 40 CFR 1502.16

<sup>4</sup> 40 CFR 1508.8(a)

<sup>5</sup> 40 CFR 1508.8(b)

<sup>6</sup> *Scientists’ Inst. For Pub. v. Atomic Energy*, 481 F.2d 1079 (D.C. Cir. 1973)

## **TRANSPORTATION**

Transportation has long been a complicated conversation and often apt to imagination absence finance. The reality is that all solutions come with an extremely high cost and risk of high environmental impact, save for bus travel. Buses have long been used to transport skiers from the valley to the ski resort but have not been utilized to their highest efficiency and potential. Currently, buses only run consistently during the ski season and the stops in the valley are inefficiently located. With investment in more buses and stops, along with incentives to draw patrons away from personal vehicles, bus travel can be the sustainable solution we are all looking for and it can be done with less cost and delay. Affordable bus travel tied with a toll and/or a designated bus lane could work in tandem to incentivize public transit over personal vehicles, which would lessen traffic congestion and in turn decrease avalanche risk. The other proposed transportation solutions, including but not limited to an additional lane, gondola, and train prove more costly both financially and environmentally

An additional lane running the length of the canyon alone would be insufficient to solve our current traffic problems due to how traffic functions when snow is covering the roads. If UDOT cannot keep both lanes cleared, then a new third lane will function the same as the existing third lane – that is – not at all in a heavy snow, and an additional lane, alone, does not solve avalanche risks. Another issue with a third lane being the only solution to the traffic problem is that it only serves to “increase the size of the hose, not control the water”. While traffic may alleviate at first, this initial success will only draw more people to the canyon where there isn’t adequate space for them and recreate the existing traffic issues.

A train is a fanciful idea and requires a high price tag and a heavy toll on the environment to achieve. In addition to the damage done to the canyon and watershed, a train must be connected to different hubs in Salt Lake City which would require interference with private property owners adding to greater expense.

Similarly, a gondola is a lofty idea, but it comes with a cost and an impact both in the canyon and to the city below. A gondola would put travelers out of danger of avalanche but requires connection to the city and greater investment in new parking structures than any other option. The construction of this infrastructure would take a long time with an end result of not being able to move the same quantity of visitors as the buses or other options.

Ultimately, optimizing the use of buses with the addition of in valley parking, and in conjunction with an additional lane in the canyon is the best option both for improving the movement of people up and down the canyon but also for cost. Perhaps the most appealing fact about this solution is: that of all the proposed traffic solutions, optimizing and incentivizing bus travel can be achieved in a fraction of the time that it would take to complete any of the other alternatives

## **CAPACITY OF THE CANYON**

What is in the front of everyone’s mind and what should be the first consideration of the EIS is the capacity of the canyon and the impact of increased human visitation on the canyon. The harsh reality is that we are faced with a rapidly growing population rising in tandem with the ever-growing popularity of outdoor sports. While it is easy to think that any traffic solution will solve all of our problems, the truth is that if unmanaged these traffic solutions will only serve to increase the amount of people that can be up in the canyon on a given day. UDOT and the CWC are tasked with protecting the environment in Little Cottonwood Canyon and considering the capacity of the canyon and management is the underlying purpose and need that will guide the EIS. The logical next question to increased visitation is what the impact on the environs of Little Cottonwood Canyon is. As stated above, an EIS is required to examine both direct and indirect impacts.

Visitor Use Management Study [a capacity study] of Little Cottonwood Canyon is already a growing interest in Little Cottonwood Canyon.<sup>7</sup> The Wasatch Front is sensitive and with the changing environment and growing visitation, it is only becoming more sensitive. With the dual mandate of protecting the environment while improving visitor movement (not increasing it), the capacity of the canyon is the purpose and need of the canyon in a nutshell. A

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<sup>7</sup> Visitor Use Management is the term used by the Interagency Visitor Use Management Council, which consists of the major agency that operate our public lands.

capacity study would provide valuable data to address primary project proposals, alternatives, and visitor management. Capacity Study should be conducted to study the long-term impacts of all of the proposed projects on the canyon and particularly on the watershed. The Interagency Visitor Use Management Council has outlined a number of factors from the environmental impacts to available facilities to visitor happiness. It is unclear if these factors are weighted, but the impact on the environment, particularly on the watershed, should be of the utmost importance. The proposed projects have the potential to immediately impact the watershed with construction and have the potential for continual impact to the quantity and quality of the watershed if the visitation to the canyon is not managed accordingly. The watershed in the Wasatch Front supplies the vast majority of the water to Salt Lake County. To disrupt the watershed not only harms those who live and enjoy the Canyons, but also those vast numbers that live in the valley below.

It has been the constant call of FOA for UDOT to add a capacity study to the EIS. UDOT possesses the funds to complete such a study and FOA has provided options for a researcher and a proposed timeline. The proposal was good enough that the Central Wasatch Commission is examining doing the capacity study itself. However, there has been resistance to doing a capacity study for fear of delay and loss of promised funding, but the law is clear – “delay in final operation . . . may occur but is not sufficient to reduce or eliminate consideration of environmental factors under NEPA.”<sup>8</sup> If delay is the result of doing the appropriate “hard look” at the impact on the watershed, then that is what it takes to do a **proper EIS**. Further resistance has come from the idea that a capacity study is outside the scope of the EIS. This too misunderstands the law and regulations set forth. The scope of the study are the actions to be taken – the proposed traffic solutions. The Courts and the Council on Environmental Quality have set out the scope of impacts to be studied – that is those that are direct, indirect, and cumulative of all proposed actions.<sup>9</sup> Furthermore, the directive from Mountain Accord is to protect the environment as well as improve transportation. A capacity study the guiding principle to both of those concepts, making it integral to the purpose and need. It is not the duty of the Central Wasatch Commission to initiate or complete a capacity study. However, it is UDOT’s obligation to examine such environmental impact either as an indirect or direct impact on the entire watershed not the narrow band of the highway. FOA believes the Federal Courts would sustain their position that the scope of the EIS must include the direct and indirect impacts of the proposed transportation project on the Canyons environment, that is data derived from a capacity study.

### CONCLUSION

UDOT is legally required to examine the direct, indirect, and cumulative impacts of proposed projects on the environment, this includes the watershed that provides culinary water to hundreds of thousands of citizens. UDOT must at the very least wait to finalize the EIS until it has been given data from a capacity study paid as part of the EIS process. To do otherwise would be in disregard of UDOT’s legal obligations/requirements. FOA believes the capacity study would convincingly demonstrate most attainable, efficient, and effective transportation solution is to invest in buses for mass transit, valley parking, and optimize bus travel with a designated lane for buses in the Canyons.

On behalf of the Friends of Alta Community,

*KO Maynard*

Kyle Maynard  
Executive Director  
Friends of Alta

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<sup>8</sup> *Calvert Cliffs’ Coordinated Committee v. Atomic Energy Commission*, 449 F.2d 1109 (D.C. Cir. 1971)

<sup>9</sup> *Fritiofson v. Alexander*, 772 F.2d 1225 (5<sup>th</sup> Cir. 1985). See also *National Wildlife Federation v. Federal Energy Regulatory Commission*, 912 F.2d 1471 (D.C. Cir. 1990)



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## **Sierra Club Utah Chapter Comments on Little Cottonwood Canyon EIS**

Recently, at the Central Wasatch Commission Advisory Council a large majority of its members voted to advise the Commission that the EIS for transportation improvements to Little Cottonwood Canyon (LCC) needs to incorporate a canyon visitor carrying capacity in conjunction with the improvement planning. This idea has been discussed in many prior studies but the time is ripe to complete it now. We need to know how many visitors our ski areas, backcountry ski terrain, climbing buttresses, hiking trails, biking routes, picnic areas and scenic roads can accept while maintaining a quality experience that does not degrade our watershed or negatively impact the fragile environment of our canyon. The study needs to look at all four seasons and not focus on ski areas as the highest and best use of our resource. We need to know how many people will need service and when. We need to know how the many trailheads will be serviced summer and winter. We have to plan for the end of growth in visitation in our canyon. We simply cannot allow visitor numbers to always increase no matter if transportation has the capacity.

The recent emergence of the Cottonwood Canyons Transportation Action Plan which is exploring three options, bus, train, gondola, for long range transportation options for both LCC and BCC brings into question the order that things are being done. It would seem more effective to work through the CCTAP process first to determine the best mode of transportation then begin the detailed studies and funding needed to actuate it. The LCC EIS has already determined that the bus option will be funded up LCC. If a different choice is made through the CCTAP process will this waste the time, effort and monies that have gone into the LCC EIS?

Here is our specific response to the LCC EIS. The end game must be the minimization of private cars and a reliance on mass transportation, summer and winter. Private vehicle use other than exceptions such as private landowners, ADD, emergencies and the like should have significant disincentives. Mass

The Utah Chapter of the Sierra Club is a grassroots volunteer organization dedicated to:

Protect and promote Utah's outdoors and natural landscapes;  
Educate and advocate for the responsible preservation of clean air, water and habitats  
Support the development of sustainable renewable energy for the benefit of present and future generations.



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transportation needs to be reliable, safe, and affordable so it is an attractive alternative. The LCC EIS seems to have identified buses on the current highway as the selected option which means additional transportation corridors will not be needed. Every effort should be taken to effectively use the current road way and not add lanes. This means that large parking facilities will be required at key locations to interface between cars and the bus transportation travelling up the canyon. These must be located in spots removed from the mouth of the canyon; areas with excellent traffic circulation, and with an eye toward eventual connections to the mass transportation systems developing in the center of the valley. The parking facilities must be easy and convenient to use with a simple transition from cars to buses. Mass transportation will eliminate the need to add parking capacity at the ski resorts and other recreation facilities.

The EIS is not clear on how traffic problems at the mouth of Big Cottonwood Canyon (BCC) will be reduced so LCC traffic flow will be unaffected.

Bus service to dispersed recreation trailheads will need pull offs that allow for smooth transitions out of and into traffic. Just as ski racks are needed in winter, busses will need to carry bikes to trailheads in the summer. Any expansion of trailhead parking capacity will be limited to the currently allowed roadside parking up to ¼ miles from the trailhead. All roadside parking including the ski areas should be eliminated for pedestrian and bike safety.

Traffic, both bus and car, backs up in Cottonwood Heights when SR 210 is closed due to avalanche control. The road closures cause lengthy traffic delays for visitors at the resort trying to go down canyon. Safety and traffic flow both up and down canyon can be greatly improved by using snow sheds at the most active avalanche paths. The reduction in the number of road closures will greatly improve local traffic conditions in Cottonwood Heights. Keeping the current road to two lanes should reduce the cost of the snow sheds. They may actually benefit wildlife by providing a way to cross the road.

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Mass transportation can ultimately be a useful tool to control visitor numbers and use. Just because we can get more people up Canyon does not mean we should ignore impacts and degradation of the watershed and canyon environment. With evolving technology and social media tools bus mass transportation will become a way to protect and enjoy our canyons.

Regards,

William McCarvill  
Utah Chapter Sierra Club Chair

Ashley Soltysiak  
Sierra Club Utah Chapter Director

Dan Mayhew  
Sierra Club Utah Conservation Chair

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Comment #747



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*June 13, 2019*  
**Little Cottonwood Canyon  
Environmental Impact Statement  
Comment**

OVERVIEW

Wasatch Backcountry Alliance (WBA) envisions a low cost, low emission, energy efficient, year-round, multi-modal transportation scenario in Little Cottonwood Canyon. The system we envision must be capable of providing efficient and predictable service for both ski area and dispersed users. All components of the transportation system must be developed and implemented with a minimum of environmental impacts to air, land, biologic and water resources. The transportation system should use the best currently available technology to serve all user groups on a year-round basis. WBA believes that the best currently available technology that meets our criteria is a flexible and dynamic fleet of energy efficient buses and vans using a series of transportation hubs. Bicycle safety should be an integral part of this transportation system. The transportation system should not place an undue tax or monetary burden on any single socio-economic or demographic group. Importantly, any future transportation system should be implemented after a carrying capacity analysis has been conducted for Little Cottonwood Canyon, thereby being designed to reduce the number of cars currently in the canyons, minimize environmental impacts and enhance the experience of everyone using Little Cottonwood and the Wasatch Mountains.



## SPECIFIC ELEMENTS OF WBA'S TRANSPORTATION VISION

### 1. BEST AVAILABLE TECHNOLOGY – BUSES AND VANS

At this time, WBA believes that the best available mass transit technology is based on buses and vans of varying sizes. WBA proposes that future mass transit be conducted using a fleet of energy efficient clean fuel and electric buses and vans, while realizing that the transportation system should evolve over time as changes in use and technology occur.

We have considered and compared the two currently available modes: Bus versus rail based (e.g. trains) or aerial based (e.g. trams). WBA determined that the option of using a rail or aerial based system is too costly, does not permit sufficient flexibility and has adverse impacts to the environment. Our reasoning for supporting buses over these other two options are as follows:

Environmental Impacts – Trains/trams would require the construction of infrastructure in adversely steep canyons. This construction would likely more than double the current infrastructure footprint in the canyons. This would increase environmental impacts. These impacts could be mitigated somewhat by using the current roadway alignment. However, this would open up a new series of non-environmental impacts. Construction of a secondary alignment would likely have to occur in environmentally sensitive and possibly wilderness areas. National wilderness groups would object to a reduction in wilderness areas.

Dispersed User Impacts - Train tracks also have the potential to form a hard barrier for dispersed users. This scenario manifested itself in Glacier National Park, BC, Canada. Backcountry skiers had to cross and/or walk on train tracks to access certain areas. This created a dangerous situation with several near-miss skier-train encounters.

Economics - Buses and vans are less costly than trains/trams and do not require construction of a new type of infrastructure. Buses can be purchased ready for use at a fraction of the cost.

Scheduling - Buses and vans can be purchased and put into service in one to two years. The planning (including NEPA) design and construction of train/tram infrastructure could take up to 10 years. Construction of a rail line on the current road alignment would likely entail extended

canyon closures. This could have significant impacts on public safety.

Flexibility - Bus and van transit patterns and schedules can be adjusted to fit demand on an as-needed basis. Stops can be added/reduced seasonally to service both resort and dispersed users. Trains typically have to rely on a limited number of fixed stops and would offer less service for dispersed users. This is even more the case for a tram, which can only stop at a designated lift terminal.

## 2. CLEAN FUELS

Wasatch Backcountry Alliance envisions that all public transportation will be conducted using the best available clean fuel technology. Fuel systems should be updated as required to evolve with best available technologies. Currently clean fuels are likely limited to use of natural gas over diesel, though electric vehicle technology continues to make great improvements and should also be considered. Wasatch Backcountry Alliance's vision would support changes in fuel types as they become feasible.

## 3. TRANSIT HUBS

Transit hubs should be established in logical locations that allow for people to either take public transportation to the transit hub or drive their personal car and park there. These hubs must be proximal to the base of Little Cottonwood Canyon, as well as other key areas along the Wasatch Front (ie. Big Cottonwood Canyon, Mill Creek, SLC international airport, downtown SLC, etc.).

Each transit hub should be connected by a well-scheduled system of buses/vans as described above. Each hub should contain sufficient parking based on anticipated future growth. The hubs need to be located at easy to access areas close to the mouth of each canyon (where applicable). These hubs may also include recreation and resort-based amenities. One example may include a kiosk for the purchase of lifts tickets which include free transit to the resort.

The use of transit hubs will help reduce the need for additional growth-based parking at the ski resorts. Wasatch Backcountry Alliance does not support increased parking at the ski resorts in Little Cottonwood Canyon.

## 4. SUPPORT FOR DISPERSED RECREATIONAL USERS

Support for dispersed users is one of the primary criteria for Wasatch Backcountry Alliance. The transportation system envisioned by WBA must provide support for year-round dispersed recreational users. This may include a system of "Flag Stops" or "Whistle Stops." This could be conducted with the use of small buses and vans on a semi-regular or demand-based schedule. The possibility of calling ahead to arrange these types of stops should be evaluated. Large groups would be able to reserve and travel on customized schedules.

## 5. BICYCLES

Wasatch Backcountry Alliance envisions a safe environment for bicycles in Little Cottonwood Canyon. The canyon should contain independent bike lanes and/or paths to allow for increased safety for bicyclists.

## 6. REDUCTION OF CARS IN THE CANYON

Any transportation plan must include incentives for public transport. This should include providing affordable or free transportation. It is in the best interest of the ski resorts to help fund this program. This will provide for an increase in use during periods where resort use is constrained by on-site parking. Incentives for use of mass-transit would include destination specific express buses (e.g. Alta specific routes). This will reduce the transit time, providing a more positive experience, which in turn would lead to increased ridership. However, it is critical that a carrying capacity study is done in order to determine the maximum number of people that can be in Little Cottonwood at any time in order to protect the environmental qualities of the canyon. While it may not be an issue initially, increased usage of buses/vans could one day lead to very real issues with overcrowding in the canyon, so this must be addressed as an integral part of any transportation solution.

The implementation of a program to reduce car traffic may need to include disincentives for car use. This may include charging a fee (e.g. toll) for automobile traffic. The fee may be structured based on the number of passengers. This can be conducted digitally using an EZ Pass type of system. Waivers for low-income populations, canyon residents, critical employees, etc. will need to be evaluated. This program may be initially applied during high-use periods only. The concept of dedicated lanes for buses/vans, especially during peak travel

times, is also a concept that could be explored as an incentive to get people to utilize public transportation.

Additionally, WBA thinks that infrastructure improvements that allow Little Cottonwood Canyon road to remain open more often should be evaluated. This would include both passive and active avalanche mitigation, and could range from use of remote-controlled equipment such as Gazex to snow sheds and bridges. The goal of future avalanche mitigation should be to provide an increase in efficiency and safety for all transportation systems.

The costs and benefits of each improvement must be fully evaluated prior to design and construction.

## SUMMARY

Wasatch Backcountry Alliance is confident that effective year-round transportation systems capable of addressing the needs of all recreational users of Little Cottonwood Canyon, and the Central Wasatch, are possible with careful planning. We feel that well-planned, thoughtful increases in bus/van use and the associated infrastructure are far superior to rail and aerial based systems, and should be the focus of future efforts.

Thanks for your consideration and efforts on this critically important issue.

The Board of Directors,  
Wasatch Backcountry Alliance

Comment #748

The Wasatch Mountain Club (WMC) is a nearly hundred-year-old local organization focused on outdoor recreational activities and preservation of our environment.

We are pleased to participate in the Little Cottonwood Canyon Environmental Impact Statement activities and happy to provide our comments to the Draft Purpose and Need Chapter, and the Draft Alternatives-development and Screening Methodology Report.

The WMC agrees with UDOT's overall goal of "improving recreation and transportation experiences for users in the canyon".

We believe the long-term transportation solution for LCC must focus on mass transit to the maximum extent possible. We also believe there are short and intermediate steps that will accommodate current needs and ensure easy implantation of that long-term solution.

We support proposals to improve parking at White Pine Trailhead, Lisa Falls, and other locations to enhance safety, allow additional recreational opportunities, and protect the environment. These projects are likely a once in a lifetime opportunity to improve current conditions and facilitate long term strategies.

Solutions may need to be implemented in stages. Mass transit requirements may need to be implemented soon to alleviate traffic on weekends, holidays, and ski days. Otherwise, at least in short to intermediate time frame, cars should be allowed to access trailheads and dispersed areas, during mid-week and off-peak times.

We also believe efforts to determine carrying capacity of the Wasatch needs to be accelerated. Especially of back county users and undeveloped areas users. This must be done to sustain this type of recreation, and transportation solutions must enable these uses.

Document specific comments:  
*"Draft Purpose and Need Chapter"*

There is currently a need to expand and improve parking and facilities at trailheads to support users. Although the long-term goal should be for mass transit to these points, in the near-term we need better parking. These enhancements may be used for quite a while, in fact, during non-peak use periods and need to be as useful as possible.

There is mention throughout the document about "formalizing parking to designated areas". Although we agree with the goal to decrease damage caused by road side parking we also recognize need for dispersed recreation users to have access to areas well away from formal parking areas. There must continue to be a way for users to park along roadside where necessary and recreate in these areas.

Authors of this EIS must recognize current uses and needs of citizens and accommodate to the extent possible. Parking on the side of the road is currently legal and should remain so until satisfactory solutions are developed. Parking depicted in Figure 1.4-13 and 1.4-15 illustrate the current need for dispersed roadside parking. These dots represent legitimate legal users that must be accommodated

with some sort of parking or mass transit options. Parking solutions must not inhibit access to hiking, climbing, fishing and other dispersed activities.

*“Draft Alternatives-development and Screening Methodology Report”*

This document refers to developing alternatives for trailhead parking. It does not define trailheads. We believe trailheads should include all traditional use trails; both developed trailheads and those used for common dispersed use areas. Alternative should develop options for discussion but should not eliminate any prior to that because, in essence, that would be an unreasonable impact to users before the study even begins.

This document refers to screening options at various stages but does not indicate who does this. All stakeholders should have an opportunity to discuss options before screening decisions are made.

Section 2.2.2 indicates transportation deficiencies. It lists problems with parking on shoulder. But the real deficiency is the fact that there are not better shoulders that can accommodate parking in areas that require it. That should be listed as a deficiency.

Submitted by Dennis Goreham, WMC Public issues Representative,  
And Eric Sadler, Conservation Director  
April 27, 2019

## **APPENDIX E - Scoping Comments**

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### **Pre-Scoping Comments**





Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
750	05/07/2018 1:39 PM	Faure	Julie	<p>The use of Highway 210 is of paramount importance to our family. Both of our children train on ski teams at Snowbird and Alta and my husband works part-time in Little Cottonwood Canyon. We live in Sugarhouse.</p> <p>My husband often uses the bus at the 6200 South and Wasatch Blvd or carpools. Occasionally, due to poor bus scheduling, lack of carpool, or because he is carrying a load of equipment, he drives up on his own.</p> <p>On weekends, we mostly drive up with our kids so we have 3 or more people in our car. If my older son is going up to train on his own, we drop him off and pick him up at 6200 S. Wasatch or LCC P&amp;R which means that an adult has to drive from Sugarhouse to these parking areas, adding exhaust, congestion and waste of time.</p> <p>When the canyon is backed-up and we cannot get to the resorts, our children miss their training and my husband cannot work. The back-ups in LCC are extremely costly to our family.</p> <p><b>PUBLIC BUSES:</b> I believe that the public will not use buses unless 1) busses are faster than private vehicles; 2) schedules are convenient and 3) parking is convenient and easy to find 4) direct bus routes to Alta are established.</p> <p>Why we don't ride the bus as often as we should: When there is no traffic, I can drive to Alta in 35 minutes. If I choose to take the bus, on a light traffic day, it takes me about 15 minutes to drive to 6200 S. Wasatch and park. The fastest bus ride to Alta ski area after waiting for the 953 bus and stopping at all the entries at Snowbird is about 60 minutes, making the total trip about 75 minutes if everything goes well, the bus is on time and there is no traffic on Highway 210. That is 40 minutes slower than driving and 1hr 20 mins slower for the round trip.</p> <p>In order to solve issue 1, the construction of a third lane reserved for buses and essential vehicles only would be imperative. If the buses have to wait in the traffic with private vehicles, drivers will not use them. Bus use needs to be faster than, and as convenient as private vehicles. The lane could be for uphill traffic in the morning and downhill traffic in the evening.</p> <p>Issue 2: buses should run every 10-15 mins at every stop so that riders not need to plan for a particular bus.</p> <p>Issue 3: more parking at certain stops would be necessary if more people rode the bus and they would have to drive to a bus stop. Public schools in Draper and Cottonwood Heights at the mouth of Big and Little Cottonwood Canyons are empty on weekends; perhaps these parking lots could be used as overflow?</p> <p>Issue 4: Direct buses to Alta would encourage Alta skiers and many backcountry skiers who start their tours in Alta to ride the bus."</p>	Website
751	5/8/2018 3:34 PM	Erickson	Adam	I have purchased Alta Bird passes for my family for the past several seasons. I enjoy and appreciate the differences between the two resorts. Alta is about the skiing and the history of the mountain. Snowbird placed a concrete bunker at the top of the tram that looks like it belongs in a ww2 movie.	Email
752	05/16/2018 12:05 PM	Whipperman	Scott	Hiking baldy is a right of passage. It keeps numbers lower. Ask Snowbird patrol how the like the cat track over the Hillary step to the Sunday saddle.	Website
753	05/16/2018 8:33 PM	Hart	David	Please respect the mountain and do not deface it with a baldy team.	Website
754	05/17/2018 10:02 PM	Young	Dee	<p>As a life long resident of the south end of the Salt Lake Valley and a 31+ year resident of Little Cottonwood Canyon with not intention of leaving the canyon we love (vertically at least)</p> <p>We have great concerns regarding the actions taken by UDOT, Mt. Acord, Sandy City, Cottonwood Heights, SL County, Alta township, Snowbird, Alta resorts and the US Forest Service regarding the future of this unique and environmentally sensitive area. Mismanagment by for profit entities, UDOT, the municipalities listed, and even the state of Utah have created the potential for a catastrophic future for this canyon and future generations of citizens who may not be able to enjoy this precious resource. The newly re-routed intersection at the intersection of historic Wasatch Boulevard and Highway 210 is a perfect example of the ineptitude and confused vision of all those involved in its approval and construction. Further, the de-watering of Little Cottonwood Stream by Murray City is irresponsible management of our states most precious natural resource ( water) is both appalling and the height of self vested gluttony. Murray has the right to the water. No question. But is it responsible in their sacred role as the stewards of the canyons life for future generations of Utahan's to enjoy and use, killing the trees by using 100% of the stream water instead of using the maximum they can take under the direction of the botanists who can determine what is needed to protect the foliage are both compelling examples of why more time needs to be taken by UDOT and interested parties to determine the true best course of action for the future of this amazing canyon. I hereby formally request that an extension be given for gathering of comments and other studies to be conducted to safeguard the environment, the wildlife, and the safety with long term enjoyment of this canyon for current citizens and those who will inherit what we leave behind.</p> <p>Dee Young</p>	Website
755	05/30/2018 9:25 PM	Scott	Peter	Keep baldy bald! Protect Mt. Baldy! How much does the Department of Transportation need to clear from our viable wild? I sleep here, too!	Email
756	05/31/2018 8:25 PM	Horrocks	Steven	I remember as a teenager my father telling me that someday the existing transportation infrastructure for the Cottonwood Canyons would be insufficient for the area's growing population. He believed that rail service in the canyons would be the only sustainable solution. I agree. There will never be enough parking places for cars, and limiting access would only anger citizens and create other problems. It will be interesting to see just how much appetite local government, citizens and canyon businesses and resorts have to truly address the problem versus applying band-aid fixes, year, after year. We will all have to change our mindset and be prepared to compromise in order to arrive at truly sustainable and long term solutions.	Website
757	06/08/2018 6:55 AM	Gishen	Jeffrey	Just now starting to follow this - a bit late. Have travelled the LCC road for decades, and would like to submit comments. Has the 30-day Comment Period for Purpose/Need started? Please keep me posted with project updates.	Website
758	07/06/2018 11:55 AM	Griffall	Keith	Wasatch Blvd has to be tackled first so that the traffic during peak periods is manageable. Having an alternative way to get to housing in the Bell Canyon area, possibly through Highland Drive seems to be the only solution.	Website
759	07/07/2018 5:41 PM	Artman	Beth	If the plan is to continue to rely on buses for transit to reduce congestion, the resorts should provide more lockers, season lockers for storage to make riding the bus easier and other incentives to encourage locals to take the bus.	Website

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
760	07/07/2018 9:23 PM	Knoblock	John	<p>Hi John, Bri and the rest of the LCC EIS Team-</p> <p>Thanks for all your work so far and patience to listen, read, and consider all the voluminous feedback. I don't envy your difficult job ahead, but it will be worth it in the long run. I like most of the strategy maps and concept sketches that you put together. Good luck! So here I sit with a sprained ankle from hiking in Millcreek the other day reading your scoping report and workshop comments. I figure I should write yet another list of comments, which I'm sure have morphed over time and from reading others' perspectives.</p> <p>the existing buses are inefficient and suck because-</p> <ul style="list-style-type: none"> <li>a) the ski storage area is poorly designed and slows down loading and unloading</li> <li>b) people having to pay slows down the loading process</li> <li>c) the risk of having to stand is painful and horrible and deters even the brave and green</li> <li>d) the buses go slower than the cars to get to their destination</li> <li>e) if you're stuck in traffic and need to pee, or worse, you are screwed</li> <li>f) for those that have to pay, the price is very high</li> <li>g) you have to time your travel right to catch the bus on both ends as to not waste a lot of time</li> <li>h) running across a long parking lot in ski boots carrying ski gear is difficult and dangerous</li> <li>i) buses don't stop at locations like White Pine, Great White Icicle, et. al.</li> <li>j) buses stop at too many places before getting to Alta and thus take too long to go up</li> <li>k) buses are full coming down the canyon when you're at Snowbird so you wait forever before you can get on one, and you'll have to stand</li> <li>l) on a powder day buses are overcrowded, and on a non-powder weekday they are near empty</li> <li>m) sometimes all the parking is filled at the park and ride</li> <li>n) if you just miss a bus and try to hitch hike folks don't stop to pick you up</li> <li>o) if you have to drive all the way to LCC P&amp;R to catch a bus, you might as well just drive up to the resort</li> </ul> <p>other factors that make traffic a disaster are-</p> <ul style="list-style-type: none"> <li>a) morning road closures for avalanche control</li> <li>b) cars on the canyon roads that are not all wheel drive with snow tires</li> <li>c) no one from UPD (or other) doing traffic control to check for all wheel drive and snow tires</li> <li>d) cars that are turned around for no AWD and snow tires are turned at a point needing a slow 3 point turn holding up traffic</li> <li>e) a few spots on the road are too steep and/or too tight of bend that slow down traffic</li> <li>f) avalanche control that needs to be done in the middle of the day</li> <li>g) avalanches that are not controlled that hit the road</li> </ul> <p>So how do we avoid those problems?</p> <ul style="list-style-type: none"> <li>a) have many 15 person AWD vans with ski and board racks on the back that pick riders up at neighborhood stops</li> <li>b) have drivers that are ski resort employees (or others) willing to make an extra buck who have to get up the canyon anyhow</li> <li>c) make mass transit free, paid for by a canyon toll and the ski areas</li> <li>d) widen the roads so there is a dedicated lane only for mass transit and 3+ HOV that is up in the AM, down in the PM</li> <li>e) install gassex avalanche control systems in all the main starting zones that could impact the road</li> <li>f) maybe install a few avalanche path sheds- big enough for all the vehicles that may possibly need to get up the canyon</li> <li>g) make road changes so that there are not areas that are too steep and/or too tight of curves</li> <li>h) make road changes to the few popular backcountry access points for safe mass transit drop off</li> <li>i) have some of the mass transit be express to Alta</li> <li>j) have some of the down canyon mass tansit start down from Snowbird</li> <li>k) rearrange where vehicle AWD with snow tire check points are</li> <li>l) have personnel other than UPD be responsible for vehicle check points as UPD is very busy on snow days with accidents</li> <li>m) have vehicles pre-approved with an annual sticker to show they are AWD with snow tires</li> <li>n) have the vans connected and operated with an Uber type APP so that they are demand driven</li> <li>o) have 'fast pass' toll payment system that can charge automatically when less than 3 are in the vehicle</li> <li>p) have limited property owner 'fast passes' and extemely limited employee 'fast passes' for the canyon toll</li> <li>q) have an APP that shows how many parking spots are open at the park and rides</li> <li>r) set up more distant park and ride spots for the vans to pick people up at</li> <li>s) set up formal legal ride share spots with signs to encourage people to pick up folks looking for a ride up AND down, maybe avoiding the toll</li> <li>t) have the gassex avalanche control done by 7 am and plowing done before 8 am</li> <li>u) have emergency lighted 'pace vehicles' going up in the morning and down in the afternoon on severe storm days to guide the way and set a safe speed</li> <li>v) still have some existing buses for ADA compliance</li> <li>w) start summer mass transit, stopping at resorts and popular trailheads on demand</li> </ul> <p>Well, that ought to be easy enough. Thanks!</p>	Email

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
761	07/09/2018 5:43 AM	Turville	Rebecca	Toll Road. Winter-season pass holders, employees, or carpooling 3+ no fee Summer- employees or carpooling+3 no fee Monthly pass (like Millcreek) Regulate #of vehicles in the canyon. Bigger carpool lot / parknride lots at the bottom Better control over type of vehicles entering the canyon during the winter	Website
762	07/11/2018 2:38 PM	Waterhouse	Tyler	The current bus system is hindered by the inability of the buses to run "on-time" as they sit in the same lanes as regular vehicles, there are too many stops, so getting on to go down canyon at Snowbird is almost impossible on busy days as buses are full from prior stops. I would recommend either dedicated bus lanes, or closing the canyon to down traffic between say 8-10 and buses use those lanes to travel up, and then the opposite, i.e. close up-travel for bus use going down from 3:30-5:30. I want to use public transit, but with small children and the current system it is not feasible.	Website
763	07/19/2018 10:03 AM	Ford	Merrill	Hi There, let's not do anything with canyons if the state government does anything it will cost the public. The state wants and always looking to get money. The public needs to know if they have to go on the weekends it will be crowded. I think that the forest service could expand some of the parking areas it would help a little.. Most of the traffic is people for recreation it not like our freeways that become parking lots at busy times. Again the state will want to make money and nothing will improve. Thanks	Email
764	07/19/2018 12:20 PM	Josephson	Holly	Please contact me when recreation hotspot comments are available	Website
765	07/19/2018 1:36 PM	Allen	Mark	Why is the government providing a solution for the private sectors business? Let the resorts buy transit solutions, buy parking lots in the valley and figure out how to get their clientele to their mountains respectively.	Website
766	07/25/2018 9:06 AM	Grover	Jeff	The long-term solution for getting people into the mountains and foothills along the Wasatch Front absolutely cannot be more lanes for private cars and more parking in the canyons. Wasatch Boulevard and the Canyons are very popular biking routes, but they mix with distracted, fast-moving recreational traffic... my neighbor was fatally struck a few years ago biking in Millcreek Canyon. I believe a separated bike path is needed along Wasatch Boulevard. In addition, I would very much like to see a tram/gondola lift or perhaps a steep-incline railway/tunnel like in Europe in the canyon. This could be a revenue stream and attraction in and of itself, servicing cross-country ski descents, summer mountain biking and hiking trails, and of course the ski resorts. I would also welcome car restrictions and increased quality of bus service in the short term.	Website
767	07/25/2018 11:32 AM	Gishen	Jeff	Regarding your request for comments, widening Wasatch Blvd. makes no sense to me. It will not increase flow up the canyon, because the canyon road itself is the bottleneck, not Wasatch Blvd. It will also not eliminate congestion caused by cars queued up waiting to enter the canyon, since that problem includes other roads, such as 9400 S, not just Wasatch Blvd.; staging the queue of cars in a large parking complex at the base of the canyon would be a better approach.	Website
768	07/25/2018 11:44 AM	Gishen	Jeff	Regarding your request for comments, I am skeptical that a Zion-style transportation system will work in LCC. During ski season, virtually EVERYONE wants to get up or down LCC at the same time, based on start & stop times for the ski lifts, as well as avalanche control closure times. I would think that the traffic in Zion spreads out a bit more during the day. How many buses would need to be waiting to get everyone up the canyon quickly when it opens after avalanche control?	Website
769	07/26/2018 4:47 PM	Gonzalez	Jody	very against tolls and looking for more info all around.	Website
770	07/26/2018 4:50 PM	Hilyer	Laurie	Needs a toll booth!!!!	Website
771	08/01/2018 7:59 AM	Ritter	Martin	"The EIS should ensure that the development of a modern, efficient, electric rail line be included in the EIS. A rail line would be more environmentally sensitive than more autos and significantly more cost effective than a comparable bus system (over the 30 year life cycle cost). Current Public-Private Partnerships (as recently passed by the Utah Legislature) would stretch any public investment and maximize benefit to the community. Concurrent auto policies could assist in achieving a favorable return from the farebox. These systems in Europe having proven their value" e.g. <a href="http://zermatt.com/how-to-reach-zermatt/Best Regards">http://zermatt.com/how-to-reach-zermatt/Best Regards</a>	Website
772	08/03/2018 11:18 AM	Gooding	Judi	I am a part time employee at Alta in the winter. Last winter I was very happy that I could utilize the employee shuttle that goes up 9800 S. In the morning. Taking a UTA bus takes much longer as they all go through Snowbird, and on a busy day if they stuck behind a Snowbird Parking lot shuttle vehicle it takes considerably longer. They are also packed, standing room only, which is a hazard if you are standing or if you are sitting as you have to contend with back packs, ski boot bags, snowboards etc banging into you. More buses, better, schedules, and better service to Alta necessary. Alta offers a car pool incentive for employees, this should be expanded for better ride sharing opportunities for more individuals.	Website
773	08/07/2018 7:04 PM	Keyes	Philomena	I support a bus system similar to Zion. There seems to be land for sale at the bottom of Little Cottonwood that would be suitable for extra park and rides. Unless you live in canyon, you should have to take a shuttle. I did it all season in Big Cottonwood. The only issue was all the other drivers not taking the bus slowed the trip down drastically. Zermat Switzerland is a good example of a successful change. The sooner we shift the better.	Website
774	08/28/2018 9:21 AM	Fay	Jonathan	build tunnel to big cottonwood	Website
775	08/30/2018 3:37 PM	Roberds	Ron	Please send email updates and information.	Website

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
776	09/20/2018 11:55 AM	Raddon	Michael	<p>1. Impacts to fragile Albion Basin ecosystem need to be considered regardless of the transportation solutions determined for the highway.</p> <p>2. Snowshed at major slide paths will help alleviate the miles-long queue of idling/polluting cars that occurs after avalanches. (Plan well for deliver trucks to haul supplies to the resorts. Yes, there will be an aesthetic impact, but not nearly as bad as 1000s of idling cars and the pollution they bring to the canyon.</p> <p>3. If a fee or toll system is enacted it should discount full cars. For example a car with 4 or more people should pay less than a car with 2 or 3 people.</p> <p>4. In a toll/fee situation, all canyon employees should be allowed up for free or given an annual pass. We shouldn't punish the people in the hospitality industry (who typically don't make a lot of money) or the who keep the canyons safe for us (ski patrol, etc.)</p> <p>5. Local SL County residents should get a significant discount in a fee/toll situation. For many of us who grew up here, the Wasatch and especially the Cottonwood Canyons are the reason we chose to stay here and raise our families. The people who love this special area the most should not be punished for using it.</p> <p>6. Chain-up area/inspection area where enforcement of Chain/4x4 requirements can occur at mouth BEFORE unprepared drivers cause additional delays up-canyon.</p> <p>7. Education is needed: How to put on chains? Does UDOT recommend a kind of chain system? What's the difference between 4x4 and AWD and Front Wheel Drive? How about visitors...work with rental car companies to supply chains in their two-wheel drive vehicles with clear instructions on how to install them. (Travelers just don't know what to expect if they haven't lived in or near mountains.)</p> <p>8. Electronic informational billboards and current road conditions on feeders like Wasatch Blvd, 9400 S, I-215, 9000 S., I-15.</p> <p>9. SMS text or other updates with ACCURATE and CURRENT info pushed to those who opt in. Also, this is only as good as the service that can be guaranteed. Is there a way to make cell providers upgrade their towers and systems so signal strength is maintained anywhere on LCC highway?</p> <p>10. I imagine that a light rail or trolley is cost-prohibitive, but quite honestly NOTHING is going to stop more and more people from trying to get up the canyon. I don't see a toll/fee from inhibiting the number of trips on the "highway significantly. But a CONVENIENT mass transit system certainly would. I would support one with an increase in taxes if it meant that the number of cars was DRASTICALLY eliminated from the canyon. I love Alta the most and I admire townspeople's love for this special place, but I just don't see anything stopping more and more cars from coming, except for rail service. I suppose BRT might work if it is exceptionally CONVENIENT and service is frequent and regular. Right now, we're packed into buses like sardines and it is terribly uncomfortable and it isn't exactly cheap, either.</p> <p>11. Someone needs to stop Snowbird's expansion. Those concrete 1000-room buildings are a blight. I was so sad when they opened up Mineral Basin."</p>	Website
777	09/28/2018 10:14 AM	Allen	Mark	<p>Why are the privately owned resorts, not creating their own parking lots in the valley, and providing transportation solutions for their customers? Why is a precedent being set for this EIS wherein the problem entities are the resorts and their over promotion of the natural resources. Time to let the private companies figure out a solution. Then in 5 years lets see what impact that has made. Its my belief adding more people to these limited resources is foolishness. We see that in Arches, Canyonlands, Zions National Park. The Mighty Five campaign should also be ended, the resources are finite, not infinite.</p>	Website
778	10/2/2018 5:45 PM	Clancy	Jen	<p>Hi John – Nice seeing you briefly at yesterday's CWC meeting. In light of Commissioner Bradley's recommendation that the SL County Wasatch General Plan update consider scientific investigations to guide analysis of the canyons carrying capacity in order to protect our watersheds, I would like to echo the recommendation to the LCC EIS process. This is something we have included in our submitted comments. I would like to submit the attached rapid assessment of Alta that was conducted this summer for you and your team to consider. Bradley's recommendation was introduced after the County's presentation on the plan update and summary of its 19 goals. Most pointedly, Goal #1 Recreation Management and Maintenance: Improve the quality of recreation for visitors and residents while meeting the needs for anticipated demand. The key word being "meeting" the needs for future demand. Whether intended as written or not, this language promotes unchecked access for anticipated future demands which depending on the timeframe include startling growth. With a great deal at stake to protect our drinking water supply do you have any thoughts on how the LCC EIS might integrate and evaluate the question of a "watershed" capacity as roadway improvements are designed and considered? It's certainly a big question and one that's important not only for SL County's planning process, but the CWC, LCC EIS etc. Thanks!</p>	Email <i>Attachment included, titled "Attachment to Comment #778)</i>
779	10/23/2018 7:32 PM	Knoblock	John	<p>Hi Bri and John- I believe you probably have gotten input on the Little Cottonwood Canyon downhill mountain bike trail. The concept is to have a trail continuous down the canyon, and on the lower part have a downhill only bike flow trail on the south side of the creek. That would improve hiker safety and enjoyment and be nice for mountain bikes. The upper part down from the White Pine Trail would be located in the wilderness adjustment area in the CWNCRA legislation. See the attached conceptual alignment kmz.</p>	Email
780	10/24/2018 1:20 PM	Warnock	David	[no comment]	Website
781	10/25/2018 10:00 AM	Ott	Brandon	Please add my email address to updates for Little Cottonwood Canyon EIS.	Website
782	10/25/2018 11:27 AM	Smith	Cindy	Please get rid of the congestion on little cottonwood canyon road which is especially bad when occ is closed. We cannot get to our house in granite oaks. If there is a fire we can't get service	Website
783	10/26/2018 9:52 AM	Moore	Jeremy	I'm a big skier, 175 days last season. I took the bus for over 100 of them(Alta/Bird). The resorts can't handle more people with keeping a good experience. I'd much rather pay more to ski. Either through a tax or tolls. If anything, we need more park and ride parking. And maybe some sort of a tram up the canyon. Lifted to make avalanche issues not a thing. Rail would be great too... it wouldn't be a first for ski resorts. Building a village does nothing for the ecosystem.	Website
784	11/10/2018 3:11 PM	Lee	Wally	Consider adding a 3rd lane so that 2 lanes can be used for up traffic in the mornings and down traffic in the afternoon.	Website
785	11/14/2018 3:25 PM	Dean	Jesse	I love what you are doing with the EIS! Want to stay involved. K thx bye.	Website
786	11/21/2018 5:18 PM	Hegmann	Kurt	Plaudits for seeking inputs. Transportation is the largest challenge. Currently, the primary foci are on solutions like parking lots, car pooling and tolls. Those are not long-term solutions, as the volumes are rapidly exceeding relatively recent projections. The only realistic Long-term solution to date has been the train up LCC and then tunnel thru to Brighton to Park City. Tied into the airport lines, the synergies are amazing. True, very expensive, yet a long-term solution with lowest impacts. World class solution for world class skiing etc. How to pay? The best I can think of as the primary source is a surcharge on ski tickets. I'd gladly pay that one. Possibly plus a SLCO parks/rec type of tax/surcharge approved by voters in the past that has funded the other projects such as the bike trails.	Website

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
787	12/12/2018 7:13 AM	Hart	David	I live in the mouth of little cottonwood canyon, and I witness the traffic that goes up and down the canyon year round. Traffic in the canyon tends to currently work exceptionally well. The traffic patterns typically break into four groups and follow the seasons. Spring, Summer and Fall traffic flows in consistent and manageable patterns and there is little impact. Some of the canyon parking areas are not large enough to accommodate the parking and some limited additional parking methods should be devised. The single biggest issue is the safety of the bikers and hikers that walk along the side of the road. Therefor any argument that extreme measures such a gondolas, rail, funiculars etc. are needed in these months is unfounded in driven by desire and not fact. The winter months are very similar. ninety nine percent of the time the traffic flow is just fine. The only problem is when it snows and all the skiers in the valley want the fresh power run. Traffic back up with the canyon roads are cleared. It makes it difficult on the residents in the mouth of the canyon, which I am one. However, I wish to stress while I am inconvenienced it is a limited occurrence to three or four times a year. So if we are trying to solve a 4 or 5 time occurrence per year where the traffic is difficult to manage, then extreme and canyon damaging measures are unnecessary. Gondolas, trams, rails, funiculars and other new or impactful structures should be avoided. the cost and the environmental impact far outweigh any benefit. I do completely understand the impact the automobile has on the canyon and the limit amount of parking. Tolls and other punitive measures are going to have limited impact and should be carefully and skeptically studies and evaluated. The solution that appears to be have the greatest benefit and the lest impact to the canyon and the public is the implementation of the snow sheds and an increase in bus transportation to move people from a number of staging points to their destination. Park and ride lots in areas such as the gravel pits, 20th and 94th are good for local economy, they address the over crowding of the canyon as well. It is time to propose real solutions that can be provided within a reasonable cost and limited environmental impact to the canyon. We should not make the winter traffic the villain and make major canyon altering impacts to save ourselves the inconvenience of 3 to 5 days.	Website
788	12/13/2018 11:39 AM	Nichols	Kirk	Thank-you for the opportunity to submit comment on the Little Cottonwood EIS. Similar to spatial bounds of the study area of SR 210, Little Cottonwood road -- as unlawfully too small to capture the foreseeable, cumulative, direct, and indirect effects of this study -- the temporal study of separating out a short term from the long term study does not comply with the requirements of NEPA as the temporal cumulative, foreseeable, direct, and indirect effects are not being considered together. A blatant example of inadequate study area and time range is studying Little Cottonwood, with the possibility of a tunnel to Big Cottonwood Canyon, when Big Cottonwood Canyon is not included in the study area. Whether the tunnel is considered for a short term reduction of traffic in Little Cottonwood Canyon as stated often in Alta press releases, or for a long term reduction in Little Cottonwood traffic, Big Cottonwood is not included in this EIS. Big Cottonwood cannot handle the traffic that it already struggles with, adding Alta's traffic is impossible. There are many more relationships between these two canyons that are inseparable in both space and time. A larger study area is needed and short and long term solutions must be considered together. These impact studies need to be done, but done right – comprehensively. It is not too late to do comprehensive studies and reach good conclusions. Thank-you again,	Website
789	12/14/2018 12:18 PM	Gavin	Greg	Public transit challenges I face during the winter consist primarily of the buses not stopping at White Pine trail head. In the summer my primary issue is that the bus does not stop at the Gate A parking lot or at the White Pine trail head.	Website
790	12/19/2018 5:39 AM	Kimball	Allyson	Traffic lights on this stretch of Wasatch Blvd. are a must. One at the entrance of Prospector Hills neighborhood. This is a very dangerous intersection based on visibility. Check the accident reports. One at the mouth of Little Cottonwood where 9400 s enters Wasatch from the neighborhood.	Website
791	12/19/2018 12:57 PM	Hinman	Ross	1. Please change the high t intersection back to a traffic light requiring people to stop from both directions when required. The current intersection is not workable for anyone riding a bike from the La Caille cut off to Wasatch Blvd. The intersection is dangerous, I assure someone is going to be seriously injured. The traffic light was there for many years, it was better, the high T intersection experiment was a bad, very bad idea. I never minded stopping at the light while it was there for the past 30 years, who ever recommended the high T was certainly not familiar with the number of bicycle's riding in the area nine nine months of the year. 2. Adding a separate bike lane on each side of the road would be a nice addition. 3. Did I mention, the high t intersection is dangerous. with your approval, I will spend a few hours there in the spring on a Saturday and film people trying to cross with the bike light, i assure 1 in 20 bikes almost is hit by a car. The intersection is confusing at best, not the best thing for an intersection. Traffic lights are easy to understand Ross Hinman	Website
792	12/26/2018 1:52 PM	Knoblock	John	Hi - I encourage you and the CWC to not blindly abandon aerial transportation systems that were 'not recommended' in the Mt Accord (with little or no public discussion). Please keep in mind in evaluating road based solutions that it only takes one slow delivery truck, one poor driver, one set of bad tires, or one vehicle mechanical problem to turn canyon roads into a disaster.	Website
793	12/28/2018 7:44 AM	Fuller	Gary	After yesterdays debacle in LCC, I have a few suggestions for mitigating traffic congestion; 1. Implements a "Winter Driving Certification Program." Whereby individual drivers take a competency test (Much like motorcycle road tests). This would also include an inspection (AWD and Actual Snow tires for each vehicle). Completion of both will allow driver and auto to enter canyon w a Certification decal on driver's side windshield for UDOT inspector of Sheriff to spot and allow them to proceed up canyon. NOTE: most of the traffic issues are a direct result of gross driver incompetence! We have to start somewhere!!!!	Website
794	12/30/2018 6:33 PM	Murrey	Tyler	Hello, I am a skiing tourist and I've been to probably around 50 ski resorts in the northwest and I've never once encountered the level of incompetence in road maintence that I've seen coming back from both snowbird and Alta during my four day stay. Both times that it snowed later in the day I was stuck in traffic for over four hours because the roads were shut down, yet they've never even bothered to plow the roads. This is pathetic, I've been to many small time resorts such as bogus basin with roads far longer and more difficult to maintain and yet they at least thought to run a snow plow and not senselessly shut down the road for hours for 2-3 inches of snow. If someone were to have a heart attack or stroke they wouldnt be able to get medical help only six miles down the road for 4+ hours due to the incompetence of road maintence. Yet again I'll repeat that no matter how low budget the other resort communities I've been to were they never failed so miserably at road management. I'm still still on the road right now actually sitting at a standstill. \$140 dollars a day for a ticket and we have to deal with this every time it snows 2-3 inches? I am absolutely furious, I'm still 4 miles from the bottom of the mountain three and a half hours later. I am never coming back to either of these resorts again.	Website
795	01/02/2019 11:15 AM	Breen	Austin	11364 e Silver Fork Road is my home address. My involvement with bccc is limited, however I have started the process of creating a crowdfunding project to increase and reimagine the signage in big/ little cottonwood canyons! In doing so I need to involve the correct groups and keep them informed! Please respond with suggestions, contacts, and other ideas! My main focus is litter and traffic. I collect the litter daily but it is unsustainable. Thank you for your intent and future correspondence!	Website
796	01/07/2019 4:28 PM	Dennis	Patricia	As long as there is a center turn lane on Wasatch for traffic safety I think expanding two lanes in each direction will ease the crunch South of Honeycove. Parking structure at the new development with busses to go up should incentivize using mass transit. Changing the egress into the 7-11 by either expanding the driveway on wasatch or eliminating it and make access around the building from the new development will prevent those accidents. Has anyone looked at a roundabout at the high T as a better option? Thank you for this opportunity to comment	Website

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source								
797	01/12/2019 7:01 PM	Van Arsdell	Chris	I have lived & skied here for 22 years. The problem has only escalated over the years, traffic,traffic,traffic. We have shot ourselves in the foot by not looking ahead 25 to 30 years ago and building a parking infrastructure paired with a public transportation system that would work. Our bus routes for ski passes don't work effectively, the bottom line is in order to convince people to leave their cars in the valley and grab public transportation or carpool we must provide incentives either financial or otherwise. Americans loves to drive their cars, skiers are no different. My solution has and always will be to stick my thumb out because the bus and public transportation network for getting up Little Cottonwood Canyon is insufficient and not well thought out or planned.. In particular the scheduling for the buses is not Effective, the buses for different directions at the base of Canyon are five minutes apart, why not spread them out and provide more directions of travel for the bus routes. I'd be very happy to meet with those in charge between all of the agencies which constantly meet year after year and nothing is changed. I'm not suggesting there's an easy solution but it's time to quit talking and "put up or shut up". It's a lovely and amazing resource which we are sacrificing every year that we do not come up with a permanent solution for our transportation needs	Website								
798	01/15/2019 7:51 AM	Thibaudeau	Megan	We do have problems with the volume of traffic up and down BCC & LCC which need to be addressed. However we also have congestion issues due to Wasatch BLVD being the primary arteries for residents in the south east side of the valley. Are you looking for ways to redirect some of that traffic through other artery improvements? Or how can we improve public transportation options to encourage less driving? Thank you	Website								
799	01/29/2019 3:17 PM	Miller	Lisa	A student from Westminster College left me a VM today, he wants to interview someone for his school newspaper about traffic in LCC. Can someone from the project team call him back? His name is David, 401-465-2564	Website								
800	02/02/2019 2:58 PM	Burgart	Calvin	The downhill passing lane contributes to the traffic stopping as the exiting cars have to accelerate from a standstill. I notice on two recent downhill drives they are blocking the passing lane. I think this helps.	Website								
801	02/10/2019 1:09 PM	Jablon	Maurice	Tolls should be collected and fees used to have more buses.	Website								
802	02/10/2019 2:10 PM	Saylor	Byron	<p>Most people react negatively to other people's suggestions. Probably this will be true of my proposal. But I ask not to rush into a conclusion without giving thought to this plan.</p> <p><b>TRAFFIC IN LITTLE COTTONWOOD CANYON</b></p> <p>Experts should analyze every proposal, and modify whatever is chosen to improve the plan. THIS IS MY PROPOSAL</p> <ol style="list-style-type: none"> <li>1. During heavy traffic, have an illuminated sign over the road ...DURING HEAVY TRAFFIC TOLL IS REQUIRED</li> <li>2. Near the first sign, another sign over the road ...STOP All autos would have to stop and a retractable arm will be put across the road</li> <li>3. Another illuminated sign over the road ...TURN RIGHT FOR TOLL BOOTHS</li> </ol> <p>An area to the right of the road will have three or more toll booths with ...</p> <table border="0"> <tr> <td>4 OR MORE PASSENGERS</td> <td>3 PASSENGERS</td> <td>2 PASSENGERS</td> <td>1 PASSENGER</td> </tr> <tr> <td>NO FEE</td> <td>\$ X XX</td> <td>\$ XX</td> <td>\$ X</td> </tr> </table> <p>The next three recommendations could be done later or not at all. I include them only to make transportation more effective.</p> <ol style="list-style-type: none"> <li>4. After leaving the toll booths, the road would be three lanes all the way to Alta. Widen the road where possible and erect bridges to span the canyon where necessary.</li> <li>5. Another sign over the road ... FROM 2 AM TO 2 PM      FROM 2 PM TO MIDNIGHT 2 LANES UP – 1 LANE DOWN      2 LANES DOWN – 1 LANE UP A third sign will be required and should be repeated often ... FROM MIDNIGHT TO 2 AM, CENTER LANE IS CLOSED</li> <li>6. Signs should be repeated be on the side of the road ... STAY IN LANE, NO PASSING</li> <li>7. Advertise car polling on TV, Radio, newspapers, pamphlets, and advise canyon users to notify others to make plans to meet at "PARK &amp; SHARE" lots at the bottom of the canyon.</li> <li>8. Park &amp; Share lots can be made anywhere there is room on the side of the road with... PARK &amp; SHARE    PARK &amp; SHARE    PARK &amp; SHARE "LOT # 1    LOT # 2    LOT # etc.</li> <li>9. Drivers and passengers may not want to ski together or to return together after skiing. So the UTA buses should have ... ROUND TRIP ONLY ...</li> <li>10. Buses going down the canyon would be free. Therefore those who do not return in the car they went up the canyon in, can ride the bus free to the Park &amp; Share lot where they left their car.</li> </ol> <p>That is my proposal. Problems can be that there is concern about having strangers share rides. However, whether anyone knows it or not, this goes on often, especially at the bottom of Big Cottonwood Canyon. Another problem with ride sharing is that many people may need extra room in cars for ski, boots, helmets, back packs, etc. Ski shops and rental stores should make low cost racks for skis, etc. , and offer rentals particularly at the Park &amp; Share lots. Another suggestion is to promote ski resorts to offer no or low cost for "SKI ONLY" lockers to season pass holders. These lockers would be small (about 9 inches deep and 9 inches wide and 6 feet tall). The location of these lockers would not have benches or chairs and users would leave the room after getting their skis. Therefore, most season pass holders would not require extra space in the shared auto, making it feasible for drivers to provide for sharing a ride.</p> <p>Another problem is that drivers may only go to Snowbird and are sharing a ride with someone who wants to go to Alta. The driver could drop the passenger off in the Snowbird resort, and every 15 or 30 minutes a shuttle bus would go to Alta. If no one is there, there would be no need for the bus to go to Alta."</p>	4 OR MORE PASSENGERS	3 PASSENGERS	2 PASSENGERS	1 PASSENGER	NO FEE	\$ X XX	\$ XX	\$ X	Website
4 OR MORE PASSENGERS	3 PASSENGERS	2 PASSENGERS	1 PASSENGER										
NO FEE	\$ X XX	\$ XX	\$ X										
803	02/15/2019 2:35 PM	Martin	Tim	Dedicated Bus Lanes in LCC cannot come soon enough. The busses are stuck w/single passenger cars - so no advantage to ride them with the existing road configuration.	Website								
804	02/21/2019 7:13 AM	Johnson	Evan	UDOT does not need Ralph Becker from the Central Wasatch Commission's input on traffic issues. He's not a traffic specialists. Why is CWC horning in on UDOT and UTA's business? The \$380 million Legacy Highway mess, the \$67 million Rio Grande mess, the Pioneer Park mess, the Liberty Park mess all came from poor policies. CWC should no interfere with UDOT.	Website								

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
805	02/21/2019 2:25 PM	Williams	Jim	Please reduce the number of cars allowed in the canyon... Force carpool, bus, and, bikes. Please disallow parking on the sides of the road, no wonder its a 6 hour drive down on snow nights.. too many cars. Please do not put small pocket parking lots 1/2 mile away from big parking lots like the "climber lot". at the old site of the grist mill. Its just asking for accidents coming out of the Wasatch resort. Please make it harder to access the forrest, more difficult to drive in the canyon, harder to park, harder to have a car up there.... we are killing the national forrest... loving it to death. Less cars equal a better user experience... who wants to hike up white pine with 300 people and ski bumps on the way down? Who wants to walk 400 yards to snowbird to ski, then spend 3 hours getting down the 10.5 mile canyon? Please limit the uphill traffic.	Website
806	02/21/2019 7:36 AM	Scott	Rob	I like the pilot high t intersections. They improve traffic flow out of the parking lots. They are clearly not enough to mitigate the traffic situation in LCC, but they help. I really think you need to add a third reversible lane for the whole length of the canyon. On weekend that lane would be buses only, up in the morning , down in the afternoon. Add additional buses and additional parking in the valley. This would make the buses faster than cars when traffic is bad and is the only way to truly incentiveize people to take the bus when they should.	Website
807	02/21/2019 7:36 AM	Scott	Rob	I like the pilot high t intersections. They improve traffic flow out of the parking lots. They are clearly not enough to mitigate the traffic situation in LCC, but they help. I really think you need to add a third reversible lane for the whole length of the canyon. On weekend that lane would be buses only, up in the morning , down in the afternoon. Add additional buses and additional parking in the valley. This would make the buses faster than cars when traffic is bad and is the only way to truly incentiveize people to take the bus when they should.	Website
808	02/21/2019 8:47 AM	Patton	Tom	The New temporary T diversions help A LOT! Thanks to Jake and UDOT for putting them in. The downhill passing lane by Tanners CG is awful in that it repeatedly causes slowdowns and I've witnessed mutiple cases of ensuing road rage. Revise it back to an uphill passing lane or get rid of it!	Website
809	02/21/2019 7:39 AM	Boyle	Kevin	<p>Cotton wood canyons  New high congestion intersections  Snowbird entry 1 : Great improvement  Wasatch Blvd La Qaille turn off  Part miss. The new angle of cars moving northbound back onto Wasatch blvd slows the flow creating more congestion since the new turn is almost a 90 degree. The other 2 aspects south bound turning lane and the downhill merge are big improvements. Well thought out ! Good job !  Downhill passing lane in Little cottonwood canyon Big mistake  The laws of physics are against cars going downhill which makes them more likely to lose traction on slippery roads services and more likely to crash  This is the steepest part of the canyon and should be passing for uphill traffic before Tanners flats . This is where trucks delivery garbage and buses really get bogged down and would be a big benefit to have passing on the pill traffic as it used to be .  Big cottonwood canyon Passing lane  Before S turn. The double yellow line should go to the driveway on north side of canyon 6000 Big cottonwood canyon rd. The passing should not start before this driveway as I have seen firsthand cars turning into the driveway on the left and cars coming out of the driveway making a right only to have a pill traffic starting to pass with high probability of head on collision .  Paving guardsman's pass : huge miss  Big Cottonwood Canyon currently has more traffic than the L the main entrance to Yellowstone national park  Paving the backside down into Park city has created huge increase in traffic jams. Now people who are going to the winters waterskiing and four wheeling in the Heber Valley now use big Cottonwood instead of parleys Canyon big mistake .</p> <p>Tolls : this would be a smart great idea as long as there's not an actual toll booth at the bottom of these canyons as this will only clog and can just the roads to a complete standstill it would have to be an easy pass . With a photo system for out-of-state cars etc. That they would get billed via the Internet</p> <p>Biggest liability for you die in the state of Utah is the fact that rental car companies are not required to provide snow tires on 4 Wheel Dr. and all wheel drive vehicles in the winter. this is not "only costing the ski resorts hundreds of thousands of dollars with a single car that gets stuck in the Canyon blocking all traffic up to the ski resorts this is also putting peoples lives in danger .  There will be a lawsuit when there is an accident that creates loss of life and the state of Utah and UTAH taxpayers will lose But more importantly more people are going to lose their lives needlessly. Utah and the state of Utah are fortunate that they have not already been found liable for this gross negligence that can be prevented .  simply pass a law requiring all the rental car companies to provide winter snow tires not all seasons on there all wheel drive and four-wheel-drive vehicles . This is also irresponsible to the unknowing public who rents a four-wheel-drive or all-wheel-drive vehicle thinking they are being safe and also makes them liable if they knew this was not required this liability which certainly shift to the state of Utah and you UDOT.  I thank you in advance for taking your valuable time to read my comment and also giving me the opportunity to voice my concerns And opinions.  Sincerely  Kevin BOYLE  KÜHL</p> <p>In case you have any questions or feel my answers were not clear or understandable ."</p>	Website
810	02/21/2019 7:57 AM	White	Andy	My initial reaction is "Great!", but a small tweak may be needed. I had a down canon traveler use the down canyon lane LEFT of the barrier (designed for exiting traffic (?)) to pass me because he/she wanted to travel faster than the speed limit I was traveling. Maybe that lane becomes mandatory "exit only" if this comes a problem. Thanks for your continuing exploration to solve problem issues.	Website
811	02/21/2019 12:27 PM	Kraan	Kimberly	Short of placing an officer in the street to traffic control drivers to merge, all of these solutions fall short of expectations. Drivers are NOT zippering, which is efficient. Rather, they straddle lanes, and hold up others from using open lanes. How do we re-train drivers to merge and zipper effectively? Figure that out, and you've won 1/2 the battle. The other half is just getting folks to carpool or use mass transit options.	Website
812	02/21/2019 7:59 AM	Christensen	Josh	Great to see some progress in some of these areas. Two major spots that need to be address are the two sections where there are two down canyon lanes that then merge back to one. Both these spots as you probably know create a horrible backup on busy days and should be changed to one single lane all they way down the canyon.	Website

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
813	02/21/2019 8:05 AM	Fuller	Gary	We need to implement a driver/vehicle competency program. Whereby, each vehicle entering the canyon has a decal that indicates it has "SNOW TIRES, AWD and a COMPETENT" driver. Those that fail to adhere and cause traffic delays shall be fined a mandatory \$1,000.00 plus impound fees. Car will be pushed to side of road until congestion has cleared and then towed away...like they do in Europe!	Website
814	02/21/2019 3:07 PM	Barnett	Barbara	I hope merging onto 210 from Snowbird Entry 3 and 4 is addressed as well. I don't have a solution.	Website
815	02/21/2019 7:59 AM	Kirchner	Jason	Take the approach that places which have a lot of people entering/exiting use i.e. Michigan football games, concerts, etc. Place cops at every merge point and traffic light. Flow 50 cars from each direction at a time. Do not allow traffic to enter from "odd" side roads because they impede the flow and are simply attempting a work around to "snake" the main roads. Again, study how Michigan football does it, they move 110 K people in and out with massive efficiency and very minimal congestion.	Website
816	02/21/2019 8:09 AM	B	Sarah	There needs to be way more available parking at the base of the canyon. There also, needs to continuous around the clock shuttles provided. It is difficult to find parking at the base and even more difficult to get back to your car especially if it is anywhere beyond the mouth or later than 6pm.	Website
817	02/21/2019 8:10 AM	Buselli	Frank	DANGEROUS! I suggest exploring the use of European consultants to develop a more sustainable plan using mass transportation. Or---at least mandate one-way travel times and some incentives to arrive late/depart early.	Website
818	02/21/2019 8:40 AM	Anderson	Jeff	It may help Snowbird parking lot access to U 210 but without a complete 3rd lane, It only makes all traffic above it infinitely slower. Especially if you are traveling east to west on U210.	Website
819	02/21/2019 8:40 AM	Welsh	Holly	In the winter the buses need to run more frequently both up and down LCC in the middle of the day	Website
820	02/21/2019 9:54 AM	Jacobs	Spencer	You need the same survey for BIG COTTONWOOD CANYON. The traffic device installed at the lower entrance of Solitude is ridiculous. It causes way more congestion in the mornings on the way up. I've seen many cars almost get in accidents because it backs cars up down the canyon while waiting for people to turn into Solitude. I think it's much more of a concern to keep traffic moving uphill in the mornings when it is at it's peak, versus worrying about people leaving in the afternoons (which is a much more drawn out process, as people leave at different times). Also changing the direction of the two-wide passing lanes from Silverfork up to Solitude, to allowing passing while going DOWN rather than while going UP seems like a stupid move as well.	Website
821	02/21/2019 2:42 PM	Miller	Greg	I feel the barriers are dangerous and not really beneficial for enhancing traffic flow. I have personally seen several near misses at the one for Gold Miners Daughter lot. (sometimes the north side is closed and not enough room for two lanes on the south side. Also, makes it difficult to pull onto 210 heading east from entry 1,4 and Gold Miners as it's a tight turn. Please remove them before someone gets hurt!	Website
822	02/21/2019 8:44 AM	Nichols	Kirk	My experience is with the similar intersection at lower Solitude in Big Cottonwood Canyon. For downhill cyclists, the intersection has become a bicycle funnel trap. Cyclists are forced into the lane of traffic and any vehicle not paying attention (a cyclist get one inattentive vehicle here in a lifetime) cannot swerve to miss the cyclist as the cement barrier eliminates that option. A very wide shoulder for the cyclist is required for safety. No amount of time saved in the winter is worth a single, foreseeable bicycle accident.	Website
823	02/21/2019 8:46 AM	Knickerbocker	Knick	I feel these intersections do help in the traffic flow	Website
824	02/21/2019 9:38 AM	Stillman	Brian	Something needs to be done to make the entrance back onto the road more defined while still allowing for snow removal. I see a head on collision happening if this has not already occurred as a result of lack of definition of the downhill lane.	Website
825	02/21/2019 9:19 PM	Willick	Stuart	Muti-modal approach: 1. Promote ride sharing apps for people going up the Canyons 2. More and better bus routes that are resort-specific (ie going to either Alta or Snowbird but not both). 3. A long gondola with one stop at Snowbird and one stop at Alta. At the base, put parking, a ski shop, a bike shop, a cafe and a restaurant. It will be the envy of the ski world. 4. Promote car pooling.	Website
826	02/21/2019 1:24 PM	Wurtz	Bill	I am interested in using public transit but I find the fact that buses sit in the same bottleneck traffic reduces the value based on time in traffic. I would like to see High occupancy lanes or HOV travel windows for heavy days. Summnerized this way, if you want people on buses let bus riders get first chair/tracks. You won't need to spend time convincing anyone.	Website



Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
827	02/21/2019 3:14 PM	McNutt	William	Seems better to me.	Website
828	02/21/2019 8:47 PM	Sherry	Greg	<p>Love the new improvement. Great job!!!</p> <p>I have a suggestion I believe would reduce congestion and make the road safer: SNOW TIRES ONLY. M &amp; S tires do not work in the cold.</p> <p>Please see attached article:            TIRES FEBRUARY 23, 2018            WINTER TIRES VS MUD &amp; SNOW (ALL SEASON) TIRES</p> <p>Common names for tires can get confusing. Here's a short primer to help you choose the best tires for your needs, whatever the weather and local conditions.</p> <p>Winter tires are marked on the side with an icon that looks like mountain peak with a snowflake inside it. According to Consumer Reports, this type of tire provides superior traction in snow and on ice.</p> <p>The tread blocks are made for better traction, compared with mud and snow tires, because they have wider sections between the blocks. This means you can drive with more confidence in slush, snow, and ice. This tire is manufactured with a higher percentage of natural rubber. This makes them stay flexible and soft even when the weather is below zero.</p> <p>These are the better choice when you face hazardous snow and ice conditions through much of the winter. Winter tires will give you an extra edge with better performance, compared to all season tires.</p> <p>Mud and snow tires also called all season tires, have the letter M + S on the side. They are perfect for temperate winter conditions, with only occasional snow and ice. They work fairly well in mud, providing enough traction to get through it.</p> <p>Actually considered a three-season tire, the mud and snow tire is made with wider gaps between the sections of tread than winter tires. That's what gives them traction in mud and snow.</p> <p>Mud and snow tires don't work as well as winter tires when confronted with very cold temperatures and lots of snow. They tend to get stiff in the cold. That means you can't depend on braking or cornering as well with them as you can with winter tires when driving on ice or in very cold conditions.</p> <p>Thank you for all you do to let me go skiing everyday.</p>	Website
829	02/21/2019 9:00 PM	Kelly	P	<p>Focus on</p> <ol style="list-style-type: none"> <li>1. Keeping Utah Moving,</li> <li>2. Snow Removal</li> <li>3. Supplying a road that can handle the demand</li> </ol>	Website
830	02/21/2019 9:39 PM	Woeste	John	I used the new one at Alta today for the first time. The design may be helpful. However, the yellow paint was very difficult to in impossible to see on the snow covered road. The resulting experience was the brain not wanting to head into on-coming traffic, but knowing it must be the correct and only option to head into the vehicles driving right towards you up the road. It needs some sort of barrier to separate downhill and uphill traffic.	Website
831	02/21/2019 9:52 PM	O'Meara III	Thomas	Increase the size of the LCC Park & Ride lot, add more buses and charge a toll at the mouth of the canyon for vehicles with one or two occupants.	Website
832	02/22/2019 7:19 AM	Filgo	Thom	<p>T sections are a nice improvement but the looming question is the giant leap in traffic in the canyons, esp on holidays, weekends and snow days. Which a long term solution is needed, in the near term, my observation of single riders in vehicles is very telling. Single riders on busy days must stop. It's the only way to ease people into whatever the long term solution ends up being. Bus, train, etc</p> <p>Thanks</p>	Website
833	02/22/2019 12:23 PM	Smith	Mark	Please, for the safety of all those who use the Little Cottonwood road, install bike lanes! Thank you for layout time and consideration.	Website
834	02/22/2019 2:50 PM	Hogan	Jannine	encourage less individual cars with the increase of UTA buses along with UTA charging \$2.50 a ride in the canyons. Or pay a one time \$4.50 with a transfer to ride down.	Website
835	02/22/2019 3:32 PM	Whitson	Richard	I approve of this stop gap measure but we have a long way to go towards solving the canyons transportation problems.	Website
836	02/25/2019 6:04 AM	Buzilow	Benjamin	Backcountry/winter trailheads should require a parking pass. The money generated could be used for priority early morning plowing so the lots would not get clogged due to snow w cars on it	Website
837	02/25/2019 8:29 AM	Ward	Tom	<p>Need to consider how each option performs if future water quality problems prohibit use of salt and other road deicing agents. Other watersheds have had to prohibit deicing because of drinking water pollution. The gondola would be most favorable for that to eliminate need for heavy deicing/plowing during storms. Plus a single car accident or single slow car controls the traffic flow. Plus a gondola I am told can move more people faster than cars. I imaging the life cycle cost with o&amp;m and GHG footprint is smaller as well by eliminating buses, staff, maintenance, idling, accidents, etc.</p> <p>I also like the idea of a third dedicated lane for bikes, etc, but suggest that be accomplished by a slightly wider shoulder and wider dedicated uphill bike lane. Lastly the tolling is a must based upon the incentive and cost to change peoples habits. I have traveled in Europe and this is the model you see throughout, which also enhances the overall canyon experinece by allowing people to socialize, view nature and relax while en route the resort. It also addes an ADA access and experience element.</p>	Website
838	02/25/2019 6:59 PM	Duncan	Shane	i think a limited number of passes to the resorts should be available. once those are sold, or won in a lottery, thats it. and more public transportation.	Website
839	02/26/2019 8:01 PM	Reuling	Bart	Appreciate divided lanes coming out of Snowbird #4 and Alta Wildcat Parking. My issue is at Alta in particular, as you come out of the parking and follow along side of the divided plastic poles. Where the poles end, there is no clear distinction as to which is the merging down hill lane, and where the up hill lane is. Distinct striping would help in distinguishing those divided lanes. I understand doing that in the winter is hard with the cold temperatures, but it may be a solution.	Website

Comment Number	Created Time	Last Name	First Name	Comment	Comment Source
840	02/28/2019 9:58 AM	Fleisch	Debra	could we PLEASE get signs posted on Wasatch Blvd. telling the skiers parked for hours waiting for the canyon to open to not block the cross streets. My grand daughter was left standing at the bus stop last week because the bus could not turn left into 8350 south because the skiers had blocked the road the traffic wasn't moving and he couldn't turn so he drove on and left her stranded, had I not been still at home with 8 year old would have not known what to do. We deal with this all the time and now that there is not stopping the down canyon traffic we can't leave our house in the afternoon without turning right and taking a 1 mile detour, it doesn't seem to be getting any better it is getting worse. We have lived her 30 years and this year is by far the worst yet, the new no stop has made it so there is no break in traffic, you need to think how you are affecting people with no other access to their homes other than Wasatch Blvd.	Website
841	03/02/2019 7:55 AM	Abplanalp	Leslie	Concerning LCC the faster all parties realize the road needs to be closed to protect the watershed and environment of the canyon, the faster a good solution will be found. I suggest train and/or cable car to get people up and down. The road could be opened for construction vehicles for two months in summer, July and August. There could be other exceptions for residents of the canyon, etc.	Website

## Transportation in LCC

### BACKGROUND

Both LCC and BCC are dead end canyons

2/3 of the Cottonwood Skier days are in LCC

Summer travel is larger in BCC than LCC

Resort (and economic) development are at the top of these canyons

Visitation to these canyons is equivalent to the largest National Parks in the US

Park City and Salt Lake City are the key skier pillow destinations

Ski bus service was initiated by UTA in 1978

Buses carry close to 25% of the peak traveler demand in the winter

Road congestion has reached LOS F

Ski Resorts have been promoting High Occupancy auto use with limited success

Avalanche Controls add to vehicle congestion

Long Range transit solutions have been studied and proposed for the last 30 years

Short term solutions should only be implemented as part of phased in long range plan

Mountain Accord recommended aggressive transit solutions and a long range vision

Transportation is only one component to be solved in these environmentally sensitive canyons

The LCC EIS should be coordinated with the upcoming Federal Lands Legislation

Year round, all trip purpose solutions are imperative

In order for transit to be effective and efficient, the following attributes must be considered:

### TRANSIT PRIORITY:

#### -Travel Time

Time and the Value of Time are the most important factors in transportation decision making. In order for transit to compete with the private car, priority needs to be given to transit (especially in light of the multiple stops that it requires). Key origins include the mouth of the canyon, the Salt Lake Valley, Downtown and the Airport.

Exclusive Transit Lanes in LCC (one in each direction) would be the ideal .

Other transit priorities include que jumping, signal preemption, and HOV lanes.

Typically rail transit accelerates quicker and runs twice as fast as a bus.

#### -Accessibility

Transit can be best used if it is accessible to large numbers of people (with minimal transfers). Adding 18 miles of rail to the existing 140 mile rail network and supporting 600 bus system would provide the most efficient operation.

Alternately, a series of Park and Ride lots could be implemented but large lots are difficult to find and build. A rail extension would be significantly less expensive and more efficient (on a life cycle basis) than a unique fleet of buses. Additionally, accessibility to trailheads are equally important. Bus pullouts are the worst. A rail line can easily stop at multiple destinations without impacting traffic flow.

#### -Reliability

Currently, Rail Systems run at 95-99% on time. Buses generally are 50-75% on time. One bus solution would be to have unique express buses to Alta and also Snowbird and a local bus service that would stop at trail heads. This would increase the capital and operating costs of buses

-Capacity

Clearly, any high occupancy vehicle will improve the system. The higher the occupancy, the fewer vehicle required. A typical car carries 4, a bus about 35 and a train about 600. One train every 15 minutes is equivalent to a bus about every minute. One train every 15 minutes carries the equivalent of 500 cars. A train every 15 minutes is the equivalent to the car capacity of the roadway.

-Complementary Auto Policies

Concurrent with the above transit priorities, any policies relative to the car must be balanced and persuasive to the transit users. Limiting cars or charging for cars are examples that have been implemented worldwide. Requiring HOV or HOT lanes can also be implemented. Any tolling can now be done electronically and not impede traffic flow.

TRANSIT BENEFITS

-Environmental

Rail transit would be electric and potentially wirefree. Electric buses are becoming more affordable and may be viable

-Safety

Rail transit is 17 times safer than a car and considerably safer than a bus

-Land Use Management

Fixed guideways offer the opportunity to provide discretionary and complementary land uses

-Financial

Fixed guideways offer the opportunity for transit public private partnerships

-Economic Analysis

A rail line could be constructed in lieu of a new auto lane and in the same alignment. The cost of building a new travel lane would be equivalent or more than installing rail. The capacity of an auto lane is approximately 2000 vehicles per hour. The equivalent capacity with buses over a 30 year period would require approximately \$85 million or slightly more money than rail cars. Typically, the cost per seat mile for a train is  $\frac{1}{4}$  to  $\frac{1}{5}$  that of a bus. Therefore, over a 30 year period, there is a considerable savings in the operating cost of a rail line. Operating costs are more than capital costs. In summary, the costs of building the infrastructure is the same and the O&M costs of a train provide significant savings over a bus. In the case of LCC, the train would provide a much less life cycle cost over a bus system

-Visual Impact

In the above scenario, this would represent a bus every minute up the canyon (or every 30 seconds in both directions) versus a train every 15 minutes going up the canyon. The rail line would be constructed adjacent to the existing railway

## Comment #732

The rail line would be electric and in most areas wire free. Low impact stations would need to be constructed at strategic trailheads. If the rail line was connected to the existing TRAX/Frontrunner network, fewer (if any) additional park and ride lots would be needed.

### SUMMARY

If widening the road and a new lane is being considered, it would be prudent and in the long term, better, to build a rail line. The costs of building the infrastructure are about the same. The life cycle costs of a railway is considerable less than an equivalent bus system. There is an excellent opportunity for a public private partnership. The environmental benefits are superior and the visual and noise impacts are superior. If the rail line is connected to the existing Trax/Frontrunner, the ridership potential is the greatest as it provides access to downtown and the airport. On time schedule reliability would be expected at 95% (or better). If auto policies were implemented in the canyons, much of the operating costs could be covered by the system fares.

**Rapid Appraisal Report on the  
Recreation Use & Management Situation  
In the Albion Basin**



**Prepared for**  
Town of Alta  
Mayor and Council

**Prepared by**  
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August 7, 2018

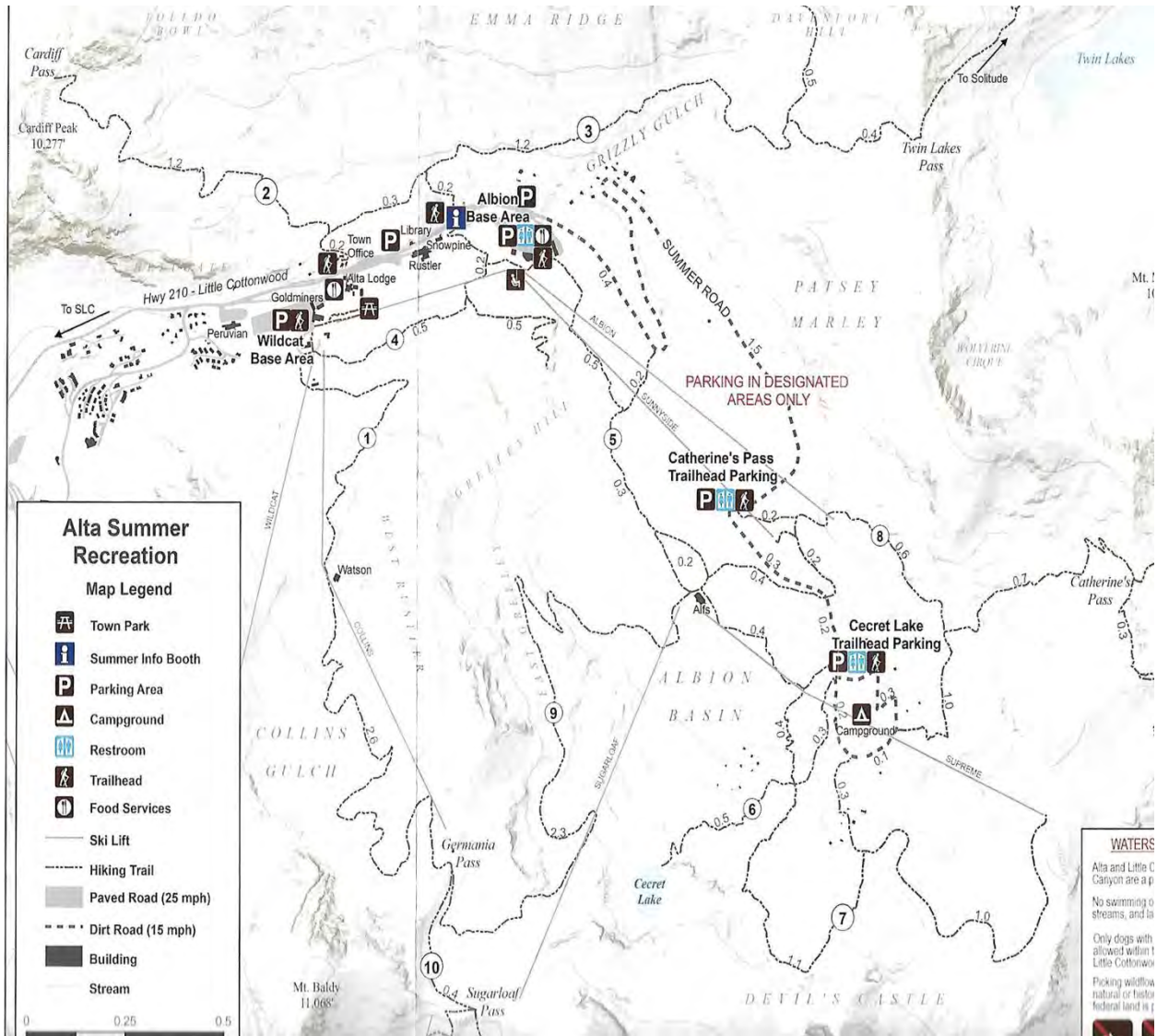
## Preamble

Preparation of a rapid appraisal report comes with trepidation on my part. The Albion Basin has had many studies, plans, partners and a long rich history. I do not portend to have a complete understanding nor expect to offer any observation or recommendation that has not been mentioned by others in the past.

But, I do hope a fresh set of “eyes” from an external objective professional may offer a new perspective and perhaps even a couple of good ideas. At the least, I hope this report will be a catalyst for discussion from which progress and improvement springs to protect the very special Albion Basin.

Thank you to the many people who assisted on my site visit of July 25-28, 2018.

- Tom Pollard (former Alta Mayor) and Kate Pollard
- Jen Clancy, Friends of Alta
- Sara Gibbs, Alta Community Enrichment
- Van Edgette, ASL summer ski lift operator
- Joanne Cameron, ASL Albion Grill
- Sheridan Davis, Alta Town Councilwoman
- Del Draper, cabin owner in Albion Basin
- Roger Bourke, Alta Planning Commission
- Margaret Bourke, Alta Town Councilwoman
- Greg Bell, Mountain Operations, ASL
- Maura Olivos, ASL’s Alta Environmental Center
- Chris Cawley, Town of Alta Assistant Town Administrator
- Marshall Alford, USFS Recreation Staff, Uinta-Wasatch-Cache National Forest
- Cliff Curry, Alta Town Councilman
- Carl Fisher, Save our Canyons
- Kathy Scully, ASL information booth
- Terry Ryder, ASL information booth
- Kevin Payne, Deputy Alta Marshall
- James Chickvary, Deputy Alta Marshal
- Barbara Jordan, Alta resident
- Alicia and Peter Pond, Alta residents
- Matt Rawlins, Alta resident
- ASL mountain ski lift hosts
- George Gavin, Land and Leisure campground host
- Mike Gunn, SLCity Watershed Ranger
- Cody Ross, USFS Ranger, Uinta-Wasatch-Cache National Forest



## Project Purpose

The purpose of this project was to conduct a rapid appraisal of the recreation management and visitor capacity situation in the Albion Basin Road Area. In addition to reviewing a host of documents and websites, Haas interviewed local people and observed the situation first-hand from July 25-29, 2018. This report presents his professional observations and recommendations.



## Haas Observations

### **O1. Is there a visitor use/capacity problem in Albion Basin? Yes, based upon the following factors among others:**

- a. There is no NEPA-compliant comprehensive recreation use management plan for the Basin (The Forest Plan is too general and not sufficient).
- b. There are no clear, detailed, and community- embraced management objectives describing the desired recreation opportunity the area is being managed to provide. (Simply referring to activities like hiking is not sufficient; reference to providing the “Alta experience” is also too vague and not sufficient).
- c. The key attraction and most popular destination in the Basin is Cecret Lake; it is devoid of a visitor capacity; receives no regular management presence; it is very heavily visited and the new proposed secondary parking lot would add to congestion and visitation.
- d. Increasing visitor use in the Basin has displaced some local and long-time visitors.
- e. There is no consistent or long-term monitoring of key natural resources or recreation use.
- f. Visitors are waiting in the parking lots for a spot, or creating a spot where none exists.
- g. There is insufficient management presence by hosts or law enforcement (i.e., vehicles traveling above 15mph limit, illegally parking along road, visitors walking off-trail, visitors picking wildflowers),
- h. Trail signage is confusing in some locations, devoid at many junctions, generally inconsistent and too general or often in poor condition.
- i. Unauthorized (i.e., social, renegade) trails are numerous causing resource degradation, visitor confusion, and loss of natural beauty.
- j. The volume of trail use, congestion, and unauthorized activities (e.g., swimming, fishing, drones), particularly on the iconic Cecret Lake trail, is problematic.
- k. Unmanaged and substantial commercial use of the Basin by professional photographers taking wedding, family, and other pictures is conflicting with recreation use and causing resource degradation.

**O2. Are there signs of an improving recreation management situation in the Basin? Yes, based upon the following among other factors.**

- a. The cooperative Summer Recreation Pilot Program involving the ASL, USFS and Town of Alta is very promising, although some people expressed a desire for better cooperation and communication among the three participants.
- b. The fee-based limited vehicular entry-system managed by the Alta Ski Area is a positive improvement to unbridled visitation. It is impressive and kudos are deserving. It is rare and gratifying to see the private sector take on such a large program that has such benefits to the community, local visitors and natural integrity of the Basin.
- c. The information booth is a valued asset. The staff provides information to visitors about how to visit the Basin including the fee-based limited vehicle option, the fee-based ski lift option of weekends, and the no-fee trail access option from the base near Albion Grill. Providing people with information about the vehicle option before they get in line at the fee booth helps to make the program run smoother. They can also answer questions about alternative trails so that visitors have options.
- d. The information booth staff reported that the public is very supportive of the program.
- e. While ASL initially underestimated the time, effort, and costs of the program (e.g., too few staff and insufficient parking lot monitoring), they recognize that this is a “pilot year”, that problems and challenges are to be expected, and there seems to be a commitment to change and improve the system going forward. Kudos need to be offered to the employees involved in this pilot project for their “above and beyond the call of duty” tireless efforts under some trying first year conditions.
- f. \$6 per vehicle seems low and may not cover all the operational costs (i.e., salary, supplies, maps, cleaning supplies, parking lot patrol), particularly for the added staff.
- g. It appears there is a need for 4 additional staff people for the vehicle entry-system---2 mountain hosts to rotate during the week to provide information and monitoring occupancy at the parking lots and 2 additional people to help at the information booth on busy weekend days to reduce the long lines and waits.
- h. The weekend operation of the Sunnyside chair lift adds an attractive option to access the Basin. It is enjoyable and provides an exciting new perspective. ASL has employed two mountain hosts at the bottom and two mountain hosts at the top of the lift who provide much needed visitor information and management presence that will help to mitigate some of the factors highlighted in Observation #O1. Kudos.
- i. ASL understands they have a responsibility to help manage and protect the Albion Basin as part of their special use permit, coupled with their business desire for expanded summer operations, revenue to cover costs, and stewardship of the Basin.
- j. There is respect and appreciation for ASL, but there is also some skepticism about whether this program reflects “corporate benevolent stewardship” or otherwise.

**O3. Is the utilization of visitor capacity sufficient in the Basin? No.**

- a. A visitor capacity is a fundamental professional recreation management tool but yet its utility seems to be disregarded and even met with objection.
- b. In Alta and the Basin one can find numerous examples of a visitor capacity for such locations as a campground, parking lot, ski lift, restaurants, bathrooms, hot tubs and swimming pools, among others. The Forest Service as an agency sets capacities on the allowable board feet of timber to harvest, number and duration of cattle grazing, number and user-days for commercial outfitter and guides, and often for wilderness, backcountry, and river systems. The state wildlife agency sets capacities of the number of days to hunt and number of species a sportsperson may harvest.
- c. Yet, a visitor capacity is not being used to help manage the most popular and iconic destination in all of Little Cottonwood Canyon---that being Cecret Lake. Not using this tool is a mistake in large part due to lack of understanding and/or misinformation. Thus, a visitor capacity primer is offered in the Recommendations Section of this report.



**O4. What will happen in the event that recreation use is not proactively and professionally managed in the Albion Basin? Incremental and haphazard creep towards urban development.**

Professional recreation planners and managers have a tool to map and analyze future recreation use alternatives called the Water and Land Recreation Opportunity Spectrum (WALROS). While far beyond explanation in this Report, one purpose of the tool is to help visualize what the current recreation opportunities an area is being managed to provide. Below is a depiction of the spectrum and the general placement of the Alta Ski Area relative to other ski areas.

Park City	Solitude	Brighton	Alta		
Aspen/Vail	Snowbird				
Urban	Suburban	Rural Developed	Rural Natural	Semi-Primitive	Primitive

**WALROS Spectrum**

- a. In the event that recreation use is not well managed, there is a tendency for incremental development creep. The natural tendency over time, in the absence of clear and detailed management direction, is more and bigger human-built environs overtaking the natural environs and resources.
- b. ASL holds a special and discriminating niche among ski areas whereby the natural environment still predominates the setting.
- c. Alta has not “dropped-anchor” yet on what type of recreation use and resource conditions are desired for the area. This decision has not been clearly articulated in a NEPA-compliant approved recreation use management plan. Without the “anchor” provided by such a plan, changes will be haphazard, unintended, incremental, driven by singular interests, and lacking full and transparent analyses.
- d. Furthermore, in the absence of such a plan, the Albion Basin will creep to the urban-end of the Water Land Recreation Opportunity Spectrum and forego the rural- natural niche it enjoys at this time. This change may well be desired and good, but the change should not be haphazard, unintended, incremental, driven by singular interests, or lacking full and transparent analyses.

**O5. Where is the most conflicted area in the Basin?** The general vicinity around and between the Cecret Lake trailhead parking lot and Cecret Lake.

- a. The Cecret Lake Trailhead Parking lot conflicts with the adjacent developed campground in terms of traffic, dust, engine noise, hikers passing through the campground, hikers using toilet and water tap in the campground, and camping parties with extra vehicles parking in the trailhead lot.
- b. The campground host indicated that campers would ask to move their site to the other side of campground loop to get away from hikers passing through the campground.
- c. Hikers to Cecret Lake walk .3 miles on a wide dusty unpaved road used by basin cabin residents, their service contractors, and ASL maintenance vehicles.
- d. The pit toilet near the trailhead is not apparent from the parking lot or from the trail, has poor signage, is not connected to a septic system, and lacks capacity given the amount of use it receives. Waiting lines to use the toilet are common. .
- e. There are a number of unauthorized trails (i.e., social trails) near the parking area leading to confusion and further off-trail use.
- f. ASL has started construction on another parking lot under the Supreme chair lift near the pit toilet. There is some question about the authorization and approval of this new development. It appears another 30-40 vehicles could use this new lot. An additional 30 vehicles with 2.5 people would put another 75 persons at one time at Cecret Lake, further exacerbating a conflicted situation. This seems to be an example of incremental development creep lacking full and transparent analyses discussed in O4.
- g. The Cecret Lake trail is a spur trail rather than a loop trail, and thus there is two-way traffic which forces social interaction at the loss of a rural-natural experience. Hikers also need to step off the trail to let others pass thus causing wider resource degradation and in places a visitor safety hazard. It is ironic that the most popular destination in Albion Basin is also the setting with the least chance to enjoy the sights, sounds, peace and tranquility of nature.
- h. Unauthorized fishing and swimming/wading at Cecret Lake is common.
- i. The trail on the backside (uphill slope) of Cecret Lake, under the Castle formation, is not developed and may be an unauthorized social trail. There are no signs to indicate open or closed. In any case, this section of trail is not up to USFS trail standards and in places (e.g., boulder field) poses a visitor safety hazard.
- j. The volume of use at Cecret Lake is not well documented but, anecdotally, there are stories of 100-200 people at one time at this small 1-2 acre lake. This exceeds any semblance of a nature-based experience and is more akin to a “city park” experience one might have in downtown Salt Lake City.

## **O6. Other Miscellaneous Observations (in no particular order)**

- a. Dusty roads discourage mountain bike use.
- b. Lack of consistent signage.
- c. No loop trail in the lower Basin for those who prefer a shorter hike.
- d. Unauthorized social trails are rampant.
- e. Placement of logs to deter parallel roadway parking seems to be working.
- f. Music from Wildflower festival was heard to lift tower #6 up the mountain. Not sure how far one can hear the Saturday music from Albion Grill.
- g. There is interest in designating parts of the Basin as a special botanical area.
- h. Vandalism is minimal; some on post supporting interpretation signs on Cecret Trail.
- i. Young men were seen with remote control big-wheel toy trucks traversing the rocks on the upper Cecret Trail.
- j. There seems to be a high percentage of visitors starting from the Albion Grill who appear to be novices as evidenced by flip-flops, no packs, no water, and street clothes.
- k. The number of young families and children visiting the area, particularly from the base, is significant and provides Alta the opportunity to serve as a “formative incubator” for young people’s healthy outdoor lifestyle and environmental ethic.
- l. Inadequate educational opportunities, programs, signs, videos and efforts to introduce the novice enthusiasts to the great outdoors.
- m. It would be relatively easy to improve the trail system and to give people more choices by adding loop trails and connectors.
- n. The Summer Recreation Trails Plan Proposal (Oct. 24, 2017) is a good working document that needs to be vetted more with the community and interest groups; this proposal could be a major component of a comprehensive recreation use management plan.
- o. There is no apparent monitoring of the location or extent of neither unauthorized social trails nor any concerted effort to restore any trails; there are few or no restoration closure signs.
- p. Commercial photographers “invade” the Basin in the evening during the peak wildflower season; there seems to be a high level of ignorance, disregard and disrespect for the meadows and wildflowers.
- q. There is a high level of local and repeat visitors to the Basin which could be an advantage for recruiting volunteers/staff as Cecret Lake hosts, interpretive guides, citizen scientists to help monitor recreation use and resource conditions, and working on restoration teams among other roles.
- r. There was no apparent effort or program to solicit or receive donations from willing visitors for worthy Basin projects.
- s. The campground entrance booth and bulletin board area appears trashy, worn, unprofessional, and not inviting to attract people to read the materials.
- t. Some visitors do not comply with signage and walk through the maintenance yard east of the Albion Grill.
- u. Some local residents do not feel they should be subject to the \$6 vehicle fee.
- v. The number of environmental partners concerned about the Basin is a real blessing and opportunity. ASL would do well to work collaboratively.

## HAAS Recommendations

### **R1. Develop a comprehensive recreation use management plan.**

- a. Long-term sustainability of the Albion Basin will take a “village” of collaborative partners and not simply the USFS or ASL. All the partners need to understand and reasonably agree on the desired future for the area and how to get there. Stated otherwise, the village needs to drop-anchor as observed in O4.
- b. While some might cringe at the thought of another plan or analysis, the fact remains that a comprehensive recreation use management plan does not exist and is needed. Using the Summer Recreation Trails Plan Proposal as a jump-start makes sense and to utilize a NEPA-compliant planning process is vital.
- c. It is important that the Town of Alta and several engaged local residents be part of the planning team as well as its implementation, evaluation, and revision.
- d. A comprehensive plan is inclusive of all the important issues, concerns and opportunities for the Basin. It would also address the key resources as well as recreation and other human uses (e.g., commercial photography, private inholdings).
- e. The plan should detail the recreation opportunity (ies) the area will be managed to provide (see R2) and set standards and capacities (see R3) to help ensure the resource and recreation quality. Remember you cannot be all things to all people!
- f. The plan should also detail the management program to include, but not be limited to, staffing, hosts, monitoring, fees, priority projects, law enforcement, cost-sharing, training, signage, interpretive program, trail development, trail and area closures, role of partners, etc.
- g. The plan should be living working document which does not simply sit on a shelf; the plan would guide annual work plans and budgets. It is not to be an encyclopedia of all that is known, but an action document, perhaps 30 pages, of matrices, bullets, priorities, schedule, budget need, and responsible persons.
- h. The plan should have a short horizon of say 5-years and be annually updated in the spirit of adaptive management. Public input should be included in the annual update process.

### **R2. Define the desired recreation opportunity for the Basin.**

- a. Several decades ago the outdoor recreation profession used what was called the “activity approach” to manage recreation; that is, recreation professionals would simply plan and manage for activities like hiking, fishing and skiing. The fallacy of this approach was that hiking in Salt Lake City, versus Alta, or versus in wilderness was inherently different. Research and common sense shifted our thinking to the “behavioral approach.” Today, it is not sufficient to say we are managing for hiking, fishing and skiing without more context and detail about the desired setting and experience to be provided.
- b. A recreation opportunity defined as an opportunity for a person to participate in a particular activity in a specific setting in order to enjoy a desired recreation experience and the subsequent benefits this affords. ([www.usbr.gov/recreation/publications.html](http://www.usbr.gov/recreation/publications.html)).

c. An Example of a Recreation Opportunity for the Albion Basin

Provide high quality rural-natural recreation opportunities, predominantly for short-term day-use hiking, to experience the sights, sounds, and beauty of Alta's great outdoors with interludes of natural quiet, solitude, and tranquility; in a well-managed setting which provides a sense of safety, predictability and low risk; serving a multi-generational market of visitors from young families, youth, educational groups to seniors and marathon enthusiasts; where human-made noise (e.g., construction, traffic, drones, music, generators and other recreation technology) is uncommon; where moments of peace and tranquility are deeply valued in sharp contrast to the noise, congestion, technology, comforts, conveniences, stress, and development typical of urban environs. The recreation opportunity setting is further described as:

Social Setting--- other day-use hikers will likely be encountered, and occasionally mountain bikers, but they do not overwhelm the sights and sounds of nature and visitor satisfaction; user conflicts and complaints are rare, although crowding and congestion does often occur on the Cecret Trail and lake area around mid-day on weekends and holidays; the trail system in the Basin does afford choices to explore, meander, experience more or less solitude, and to experience several levels of physical challenge; environmental learning and appreciation via signage and hosts is an important component of the recreation opportunity, particularly for young families and children experiencing the great outdoors.

Physical Setting---natural resources dominate the setting although there are some noticeable human-built features such as unpaved road, ski lifts, private cabins, signage, and hiking trails; the water, wildlife, soils, air, and vegetation are in good condition with minimal recreational site impacts (e.g., soil erosion, dust due to speeding, wildlife impacts due to illegal walking into meadows). Maintaining healthy meadows, wetlands, wildflowers, and wildlife (e.g., birds, marmots, pika, moose, deer) are important to the recreation experience.

Managerial Setting---the Albion Basin will have an effective collaborative management program involving the ASL, USFS, the town of Alta, and a number of partnering organizations and engaged citizens; access is managed by a limited fee-based vehicular road access, free human-powered access on trails, and a fee-based ski lift access on weekend/holiday; management is reliant on a robust well-trained host program which staff key locations in the Basin supplemented by daily law enforcement patrol; emergency medicals and citations are infrequent; visitor compliance is sought by the personal appeal of trained hosts who educate and encourage personal responsibility and stewardship(e.g., "Authority of the Resource" technique); monitoring of select resources and recreation use is an important management activity and serves as an input to adaptive management.



### **R3. Capacity Primer---visitor capacity can help plan and manage Albion Basin.**

- a. The historic name of “recreational carrying capacity” has been replaced because it was vague and confused professionals and the public. Today, the term is visitor capacity.
- b. A visitor capacity is defined as the supply of recreation opportunities that can be accommodated in order to achieve the many management objectives in a comprehensive management plan. By way of analogy, if one conceives of a management plan as a 100-piece jig saw puzzle, visitor capacity is one piece of the puzzle which needs to fit in order to achieve the puzzle’s picture. For those people who have trouble with the “c” word, they can substitute “supply of opportunities” for visitor capacity.
- c. A visitor capacity is a metric which can vary depending upon the nature of the setting: people at one time, parking lot spots; campsites in a developed campground, gallons in a pit toilet, ski lift capacity, number of animals a hunter can harvest, size of interpretive groups, intervals between commercial outfitter and guides (O&G) launches, dispersed designated campsites, O&G user days, closed areas, allowable number of fish to keep, and on and on.
- d. A capacity is not a limit, gate, or red light, but rather is a trigger, a cautionary yellow light, or a warning signal to take another hard look at a situation. A capacity does not force a manager into any specific action but rather sends a signal than adaptive changes may be desirable or necessary.
- e. Science and monitoring informs but does not determine a capacity decision; a capacity decision is a prescription made by the responsible official and not a determination.
- f. A capacity decision is not made in isolation but rather is one of many decisions made as part of an integrated comprehensive management plan; the decision is ultimately based upon sound professional judgement by the responsible official by using a NEPA-compliant planning process.
- g. When a visitor capacity is exceeded, a manager may opt to decrease demand or increase supply of opportunities. The ASL vehicle fee-based system in Albion Basin is an example of reducing demand while ASL is increasing supply by initiating the weekend ski lift operation. Other examples of increasing the supply or capacity include informing people of their trail options (more and better information), encouraging visitors to distribute themselves, adding trail connections and loops, better signage, and ensuring that overflow vehicles from the developed campground are not parked in the parking lots.
- h. A one-time event where recreation use (demand) exceeds capacity (supply) does not activate change normally; a capacity is often accompanied by an “occurrence metric”; for example the capacity at Cecret Lake may be expressed as “no more than 50 people at one time occurring on 15% of the summer weekdays.”
- i. Closely related to visitor capacity are quality standards; both are tools frequently used in recreation use management. Examples of standards may include 80% of visitors report a high or very high sense of satisfaction, citations should not exceed one per week, written complaints should not exceed one per week, trail width will not exceed 48”, no more than 10% of visitors (i.e., vehicles) will opt to not pay for fee, Basin hosts will make 30 visitor contacts per day, law enforcement will make a minimum of 4 passes up the Albion Road per day, recreation use at Cecret Lake will be counted/measured at some time between 12-3 on at least three weekdays and one weekend day each week of the season.

## R4. Continue the limited fee-based vehicular & ski lift program.

- a. Be patient---it will take another 2 years to debug the pilot program and to become fully effective, efficient and understood by public.
- b. Program needs a better means to track number of available parking spaces in real-time at the parking lots----recommend a camera system with monitor at the fee station people can see.
- c. Suggest one mountain host roving between two parking lots and 2 more hosts to help at the information booth on busy days
- d. \$6 vehicle fee is too low plus handling the \$1 bills is an administrative burden; I recommend \$10 per vehicle similar to Aspen Ski Area (Maroon Bells) in Colorado.
- e. Base the fee on three factors---actual, full and reasonable program costs, modest 5% profit to incentivize ASL, and an amount to support needed resource protection and enhancement projects (e.g., restoration, signage, enforcement, host, and trail improvements). Fee collection staff should be aware of the restoration projects and directed to inform visitors.
- f. Provide a small “Thank You” card or flyer to each vehicle explaining value of program, how they find more information on the website, how the revenue is used, and where people can make a donation to support special projects in the Basin.
- g. In the spirit of transparency and trust, ASL should provide a detailed and public financial accounting of the program at the end of the each season during the pilot years.
- h. Consider development of an Albion Basin APP and camera that people could go to and learn about their choices to visit the area and see real-time conditions such as vehicle lines.



## **R5. Relocate Cecret Lake parking lot and trailhead to Alf's.**

- a. The most conflicted area in the Basin is the vicinity around the Cecret Lake trailhead parking lot. Reread Haas observation O5---most of these problems would be solved.
- b. Cecret Lake visitor capacity could be aided by moving the trailhead some distance further back and in a location where visitors would have three trail options.
- c. Very importantly, the current Supreme pit toilet could be decommissioned because the toilet facilities in Alf's could be used; these are modern facilities which are connected to sewage system. Alf's appears to have existing area for parking 30-40 vehicles without any new disturbance.
- d. Light beverages, snacks, and supplies could be sold as an added revenue stream for ASL.
- e. Alf's would be a good location to stage high-elevation interpretive programs and serve as a mid-point stop for those walking from the lower Basin area.
- f. Restore the current Cecret parking lot and leave a small area for overflow parking from developed campground.
- g. Do not develop the new secondary parking lot as now planned under the Supreme lift near the pit toilet.
- h. Do not expand the footprint of Alf's although the access road may need some expansion.
- i. Provide outside access to toilets if possible.



## **R6. Other miscellaneous recommendations.**

- a. Standardize trail signs with names and directions to key points.
- b. Inventory and map social trails and begin program to decommission at least 10% each year; experiment with different kind of barriers to impede foot traffic; “Area Closed for Restoration” has been effective elsewhere.
- c. Connect the lower Basin trails near the Snake Pit to accommodate a one mile loop trail in the woods and lower creek area.
- d. Two-way traffic on Cecret Lake trail adds to the most conflicted area in the Basin; connect the existing trail to the west of the lake towards the Sugarloaf lift to allow for loop trail back to Alf’s; encourage one-way hiking.
- e. Working with partners, build a robust youth summer environmental interpretation program targeting children under 12 years of age. Adjust displays, signs and presentations to youth- level viewing and comprehension.
- f. Local residents should pay the \$6 vehicle fee for several reasons. Locals are more familiar with and can access no-fee trail options, they can pass through the fee collection gate before or after hours relatively easier than non-locals, they can afford the fee versus many in the valley, and lastly our federal taxes and budget allocations to the USFS, and other resource management agencies, are no longer sufficient to cover such recreation service programs and we need to rely more on user fees.
- g. Establish an Albion Basin Recreation Use Advisory Team with reps from ASL, Town of Alta, Friends of Alta, Save our Canyons, other local organizations, school teacher/administrator, and 2-3 citizens. Primary purpose would be to exchange information, track implementation of management plan, consult on adaptive changes to plan, and to partner on projects.
- h. Do not allow and vigorously prosecute (i.e., increase current fine to \$75 from \$35) people who park along the Albion Basin road outside of designated parking lots.

**END OF HAAS REPORT**